

DIRT CYCLE

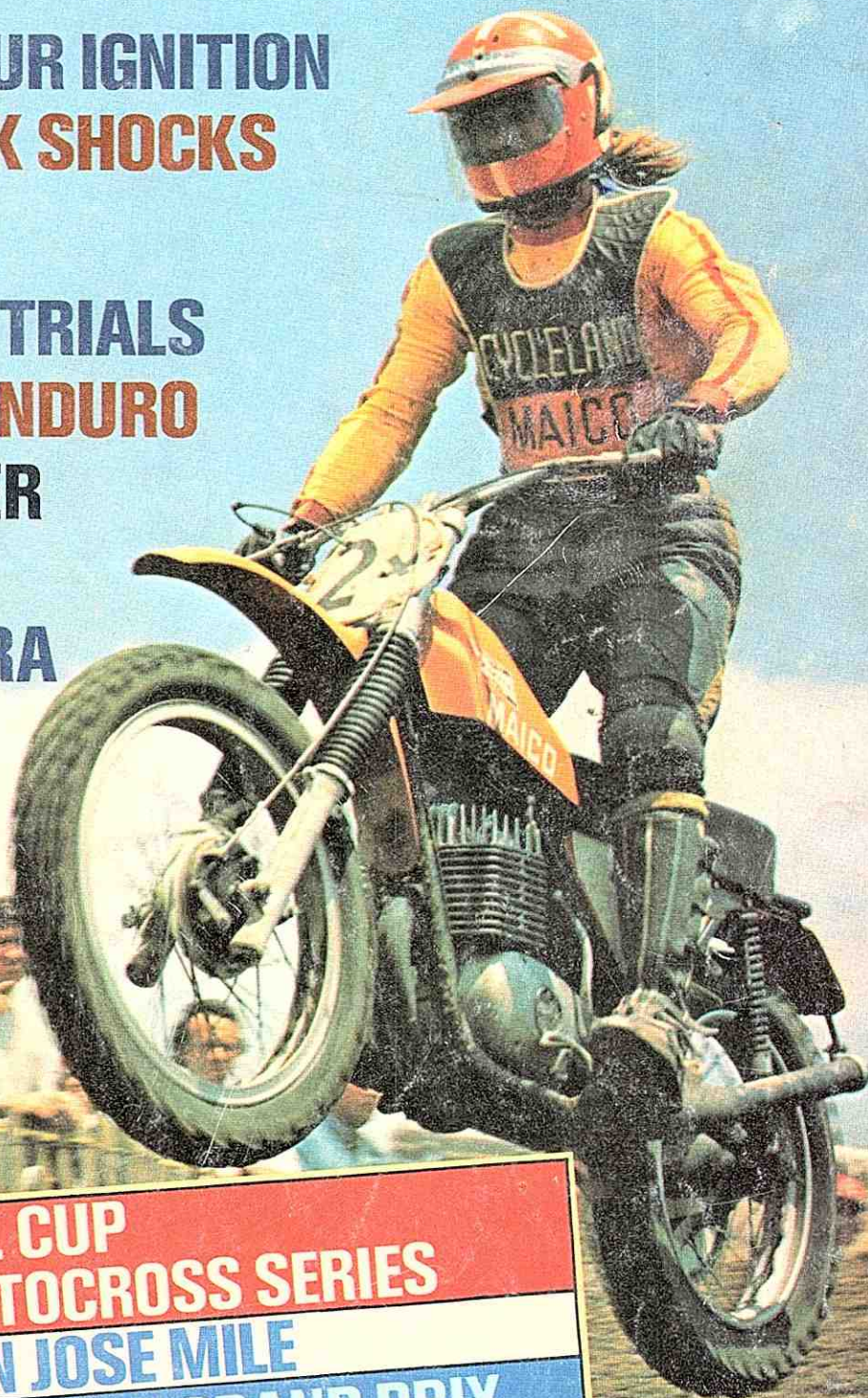
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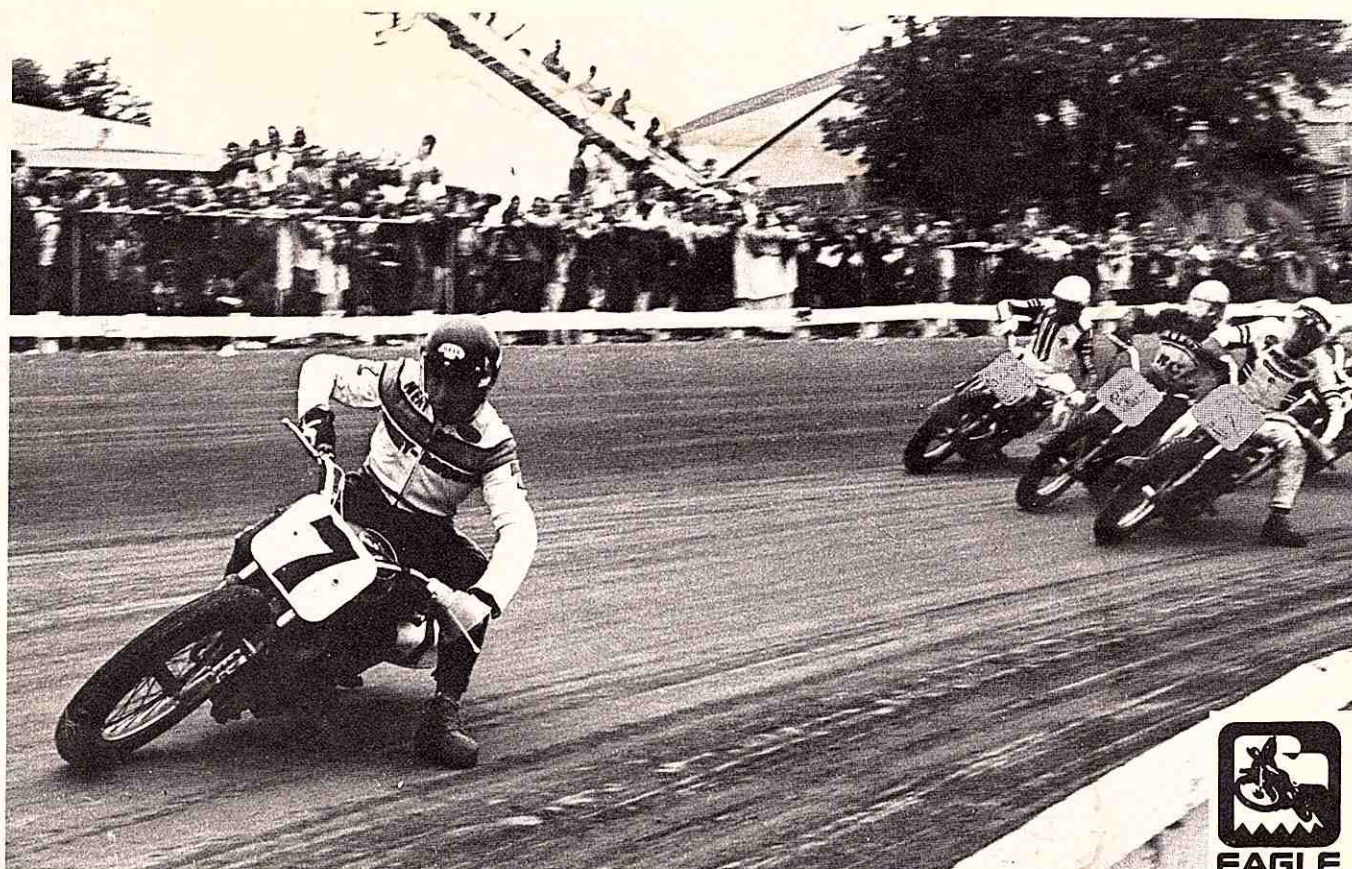
How To:
WATERPROOF YOUR IGNITION
REBUILD MAVRICK SHOCKS

We Test:
OSSA 250 M.A.R. TRIALS
KAWASAKI 250 ENDURO
OSSA 250 PIONEER
YAMAHA 360 MX
SUZUKI 185 SIERRA



**COMPETITION
REPORTS:**

**U.S. CUP
MOTOCROSS SERIES
SAN JOSE MILE
ELSINORE GRAND PRIX**



Mert Lawwill wins AMA Columbus Half-Mile National on Goodyear's new Eagle D/T tire

Goodyear's new tire for dirt track racing and TT scrambles wins first official time out.

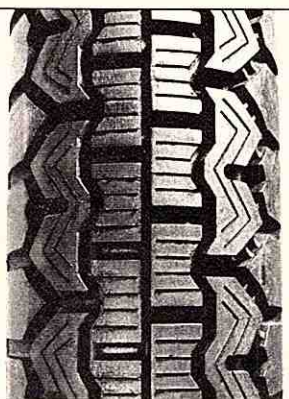
A crowd of over 10,000 turned out at the Ohio State Fairgrounds in Columbus on June 25 for the 29th running of the Charity Newsies motorcycle meet.

Feature event was the AMA 20-lap half-mile dirt track national championship race. Fifty top-rated professionals were entered, and Mert Lawwill of San Francisco took the flag on his 750cc Harley—and the new Eagle D/T tire.

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DIRT CYCLE

DECEMBER 1972

VOL. 2 NO. 5

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A rotary valve two-stroke single, the last of a dying breed. You get a bit extra engine width with this one, but there's power to spare.
- 18 YAMAHA 360 MX:**
Last issue we tested the DT-2, this time we taste more of the same with and extra amount of power that should keep it well ahead of the competition.
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A perfect illustration of how well a small European firm can do in the highly competitive 250 cc dual purpose field. Japan can take a few lessons here.
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A camera's view of that rock-strewn, bike-busting terrain and the wild racers who try to conquer it.
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There are only a few of the long tracks left. On the mile ovals like San Jose they run up to 120 mph down the straights and about 90 mph through the corners!
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How to get your desert or woods machine really water tight. There's not much else that can put you out faster then a wet ignition.
- 50 SUZUKI 185 SIERRA:**
A better balanced bike you're not likely to find anywhere. The Sierra nicely bridges the money and displacement gap between the 125's and the 250's.
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The only race in the U.S. where the riders run through town then out into the desert to complete a wild loop of pavement and desert riding combined.

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MOTO-X MAILBOX

letters to the editor

UNLIKELY

Hey Guys,

How about a comparison test between Bultaco, Husky and other 125cc motocrossers? Since you're not likely to, how about an opinion?

Jim Crest
Seatonville, Ill.

Where've you been, Jim? We tested those two bikes along with the Rickman 125 Metisse in our last issue! Pick up on it and find out the facts.

CLUTCH PROBLEM

Dear Sirs:

I wonder if you would help me with a clutch-slipping problem with my 120 Kawasaki. It runs great in first and second gears but the clutch slips badly in third and fourth gears in the medium-to-high rpm ranges. Could you help me with this problem?

I think you have a great mag, but would like to see a test on the Suzuki 250 TM motocrosser and the 400 trail bike. Keep up the good work!

Thanks,
Rick McWhirter
Peoria, Ill.

Your problem doesn't sound like clutch trouble. Clutch maladies show up most promenantly in the lower gears when forces on the clutch mechanism are the greatest. What you may really be feeling is a loss of power due to a carburetor or ignition problem. Have the rest of the machine checked out before tearing the clutch apart.

CALIFORNIA FAN

Dear Sirs:

Thank you so much for the great write-up on the 125 Husqvarna. I think your tests are really good and I like seeing the great number of bikes that you review. The motocross races and other dirt competitions are good, too, but I like the road tests best.

Also, your use of color inside the mag is outstanding. Special compliments on the fine color on the Mint 400 Race. I've cut out many of your color pages and have them on my wall in my room.

I'm a serious fan if there ever was one!

Yours,
John Boden
San Francisco, Calif.

NEW JERSEY RIDERS' CLUB

Gentlemen:

I have just picked up the August 1972 issue of **Dirt Cycle** and thought you would like to hear about a club that I and a friend have organized.

The club is called the "Long Beach Island Trailblazers." Our membership ranges from eight years of age to 40 years plus.

We do most of our riding on the thousands of acres of sand trails in southern Jersey. We have a flatbed, 6,000-lb. trailer modified especially to carry bikes. All of our machines are Hondas, from a 50cc mini to a 250 SL, except for a 150 Penton.

The yet-to-be-beaten champ of our club rides a Honda CT-70 bored out with a hot cam. These boys are great and it is wonderful to see how they can take care of their machines. It's a comfort to see young boys, teenagers and fathers doing these things together instead of all these drug problems going on today. The group was organized by myself and a close friend, Lou Hamberg. Anybody wanting information can write to Lou at: Long Beach Island Trailblazers, 119 Boulevard, New Milford, New Jersey 07646.

Very truly yours,
Tony Villani
Milford, N.J.

Anyone interested?



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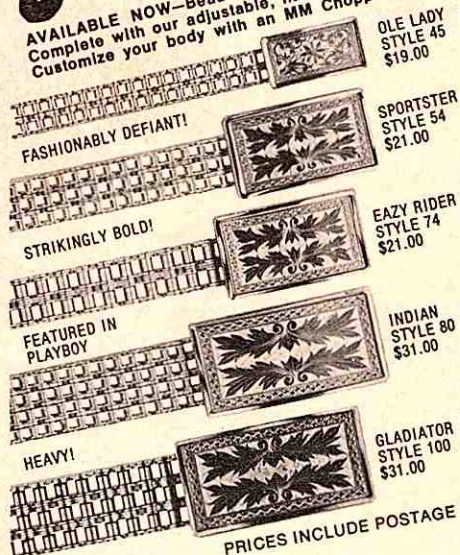
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MOTO-X MAILBOX

MIDWESTERN RESPONSE

Dear Sirs:

Just a note to let you know that I'm glad to see a magazine such as yours to come on the market. I realize that it's hard to put together a magazine to please everyone, but it seems that a close version would have articles on (1) motocross (2) enduros (3) National events (4) trials events, etc. Do you see what I'm doing? There is plenty of room in a magazine to cover a current event in every form of dirt riding. Each month there are events such as these that are good copy. Such as the National enduros now being held to determine our I.S.D.T. team. They would make good stories.

The reason I picked that area to illustrate my point is that when you pick up a magazine it's always something going on in California, New England, etc. and when there is finally something worthwhile happening in the Midwest not a word is written. I'm sure that the motorcycling population is what determines the area that is covered and we can't get away from the fact that California and New England are where the action is and the areas that support your magazine financially. But the fact remains that 95 per cent of the U.S. goes completely unnoticed. There was a lot of coverage of coastal happenings last Trans-AMA series. They were here, too, but again, no real coverage. The pros were here at Sedalia, Mo. back in August 1971. Where were you? We were starting to hold some fairly competitive trials events in a four-state area out here and the only American to compete in the Scottish Six-Days was Mike McCabe from Tulsa, Okla. Ten to one you won't see his name in any article like Mike March from New England.

Please don't misinterpret as anyth-

ing more than what it really is. And that is just a futile cry asking and expressing the view of a motorcycle riding minority (Midwest): Doesn't anyone know we're here?

Thank you for your time and I hope I've stirred up a little interest in what is going on out here.

Yours truly,
Larry Walker
Columbia, Mo.

When we cover an event, Larry, we are primarily covering the men and machines of the event and not the locale. Because the top riders and their equipment move across the U.S., we get a chance to see them compete at a location which is convenient for our coverage. The Dirt Cycle staff cannot be everywhere, nor are there enough pages in our magazine to cover every worthwhile event. Also, we rely heavily on articles from contributing editors and so it happens that there aren't that many first class contributors in your area. However, we have still managed to cover what I think is a good number (more than anyone else) of Midwest events. In the June issue, for example, we covered the South Dakota Nationals and the Ohio Trans-AMA Motocross. In the April issue we covered the Wisconsin Trans-AMA Motocross. We know you're there.

BUYER'S ADVICE

Dear Sirs:

I am 16 and I just got through reading the August issue of your magazine. I think that it is neat that there aren't any road tests of street bikes. Please find enclosed my subscription for the next six issues of **Dirt Cycle**.

At present I own a Suzuki 80 and want to go to a bigger bike. I have narrowed it down to two bikes: the Suzuki

Sierra and the Benelli 180 Motocrosser. I weigh 160lbs. and I feel that this a good displacement size. I can get the Benelli for about \$100 cheaper, but I am wondering about the handling and if the Benelli will last as long. I will be riding on semi-rough surfaces and also on the street. If you can tell me the pros and cons of these machines it would be greatly appreciated.

I have been looking around for some tests of the Benelli 180 motocrosser and the 175 Enduro, but haven't been able to find any. If you have done tests on either of these bikes in past issues please advise me how I can obtain those issues. How will it cost?

Keep up the good work on your fine magazine.

Thank you,
Kevin Anderson
Monroe, Wash.

We have never tested the Benelli 180 Motocrosser, Kevin, but you'll be happy to find a full test on the 185 Sierra in this very issue. Even if we had tested the Benelli we would shy away from trying to recommend one particular bike over another since there are so many unknowns involved we couldn't possibly do that responsibly. We realize, though, that you and many other readers who request our advice are just trying to make the best decision based on expert opinion. Our suggestion is to find more or more good tests on the bike and compare the data for yourself. After all, you're the one who has to live with the machine, and no one knows your needs better than yourself. We wouldn't want to saddle a buyer with the wrong choice because we didn't know exactly what the inquirer's needs were.

If you or any other reader would like one of our back issues, write us a note specifying the issue desired and send it with \$1 to Dirt Cycle, 222 Park Avenue South, New York, N.Y. 10003.



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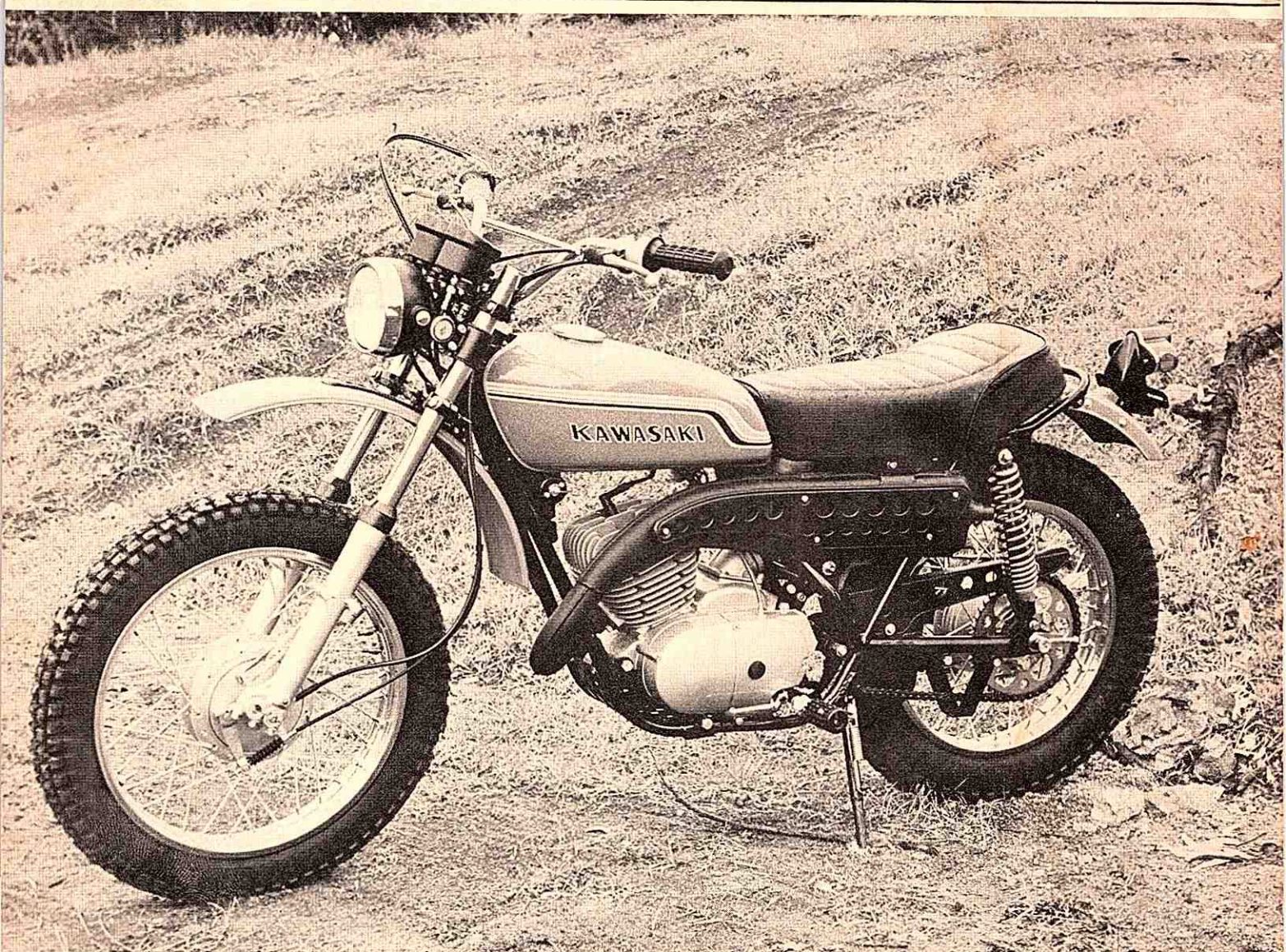


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DIRT TEST:

KAWASAKI

250

A handsome, high-performance machine, the 250 enduro has come a long way.

■The first 250 Kawasaki to be imported into the United States was the 238 scrambler, in 1967. Two years later, the first street/trail dual-purpose 250 Kawasaki appeared, utilizing a detuned version of the same 238 engine. This four-speed enduro machine bore more than a passing resemblance to the Yamaha DT-1. It remained on the market for two years, designated the F4 Sidewinder.

But these early models were obviously stopgap measures by Kawasaki, while their engineers developed their own unique designs which would be copies of no other companies. The original 350 Bighorn introduced in 1970 was the first of the new breed of street/trail machines. One of the smaller brothers that followed is the new F8 250 "moto-enduro" model for 1972. While the machine would not be competitive in motocross, it is more than adequate for most enduro events. Perhaps the biggest disadvantage of the Kawasaki 250 is that it inevitably suffers from comparison with the F9 350. Nevertheless, the two machines are of different sizes, and in competition

Up front there's a 21-inch wheel, a chrome headlamp, and a well-styled dual tach-speedo combination.



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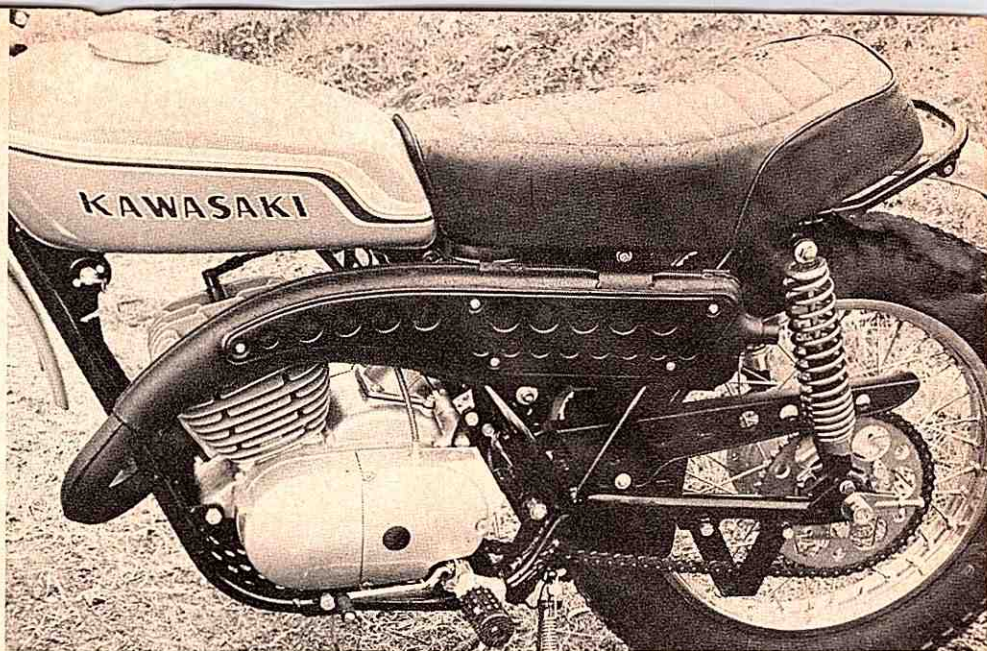
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events would be in different classes, so each must stand on its own.

Like all the new Kawasaki trail bikes, the F8 250 is a good-looking machine. The paint on the fenders and gas and oil tanks is bright red, with two colored stripes down the sides of the fuel tank. The front wheel has a steel rim of 19 inches diameter, mounting a 3.25 x 19 trials universal tire. While the 19-inch wheel is fine for street riding, the primary purpose of the F8 is off road travel, where a 21 inch wheel would be preferred. The trials universal tread is the best compromise for street/trail use; at least it's the one most commonly used on this type of machine. Stainless steel spokes secure the wheel to the aluminum front brake assembly. This brake is fairly lightweight but sturdy, with strong stopping power and no tendency to grab or fade with hard use. The speedometer drive gear is located in the front hub assembly. The forks are Kawasaki's unique Hatta units, with a variety of adjustments modifying the wheelbase, fork angle, length of trail and spring rate. By varying the position of the axle in three different locations and varying the height of the stanchion tubes in the triple clamps, major changes in and steering handling of the machine are effected. Then, with variations in the fork spring tension and by means of a screwdriver slotted adjuster in the top of each stanchion tube, and variation of the return damping by different weight fork oils of varying weight, the rider can tune the front-end suspension to a surprising degree.

The aluminum front fender is mounted high to allow plenty of room for debris and muck to pass between it and the tire. The headlight, with an amber reflector on each side, is mounted above the fender. Like most Japanese electrics, it really lights up the night. Just above the headlight and forward of the handlebars are the separate speedometer and tachometer, located for easy viewing by the rider in the saddle. While the instruments are impressive, the necessity of a tachometer on a trail machine escapes us. The rider's ear, listening to the engine noise, tells him when to shift. And who has the time or need to check his RPM's while bashing along off the road?

The wide motocross-type handlebars with the crossbar brace are well shaped and comfortable, especially off the road. The controls have been well positioned, with the horn and light switches on the left side and the choke on the right. The black rubber grips

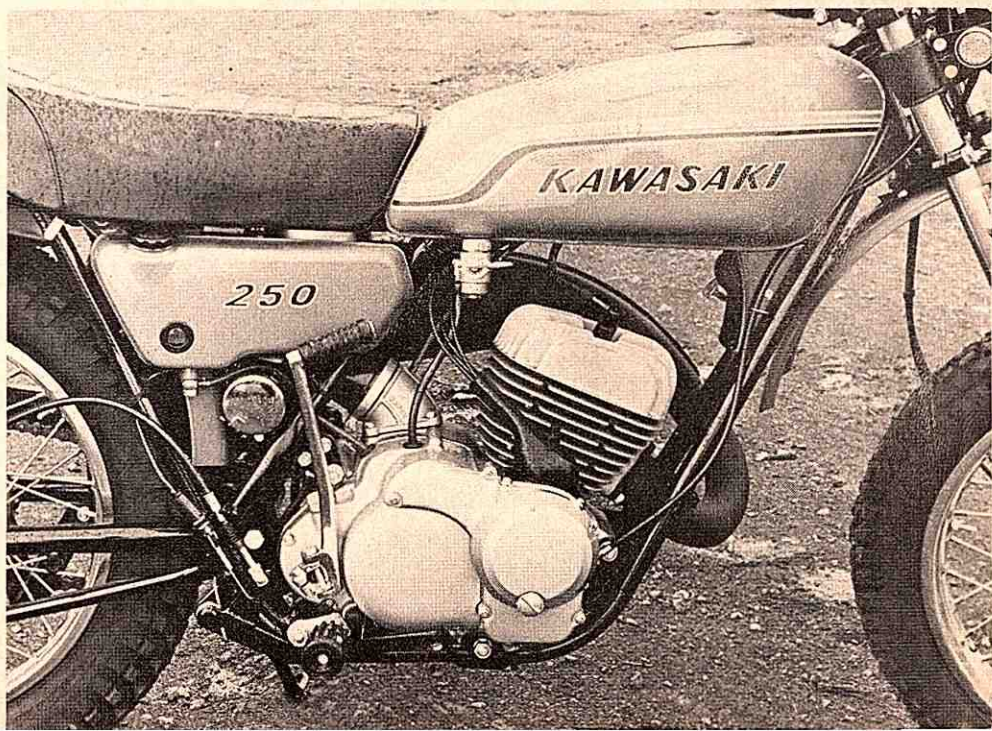
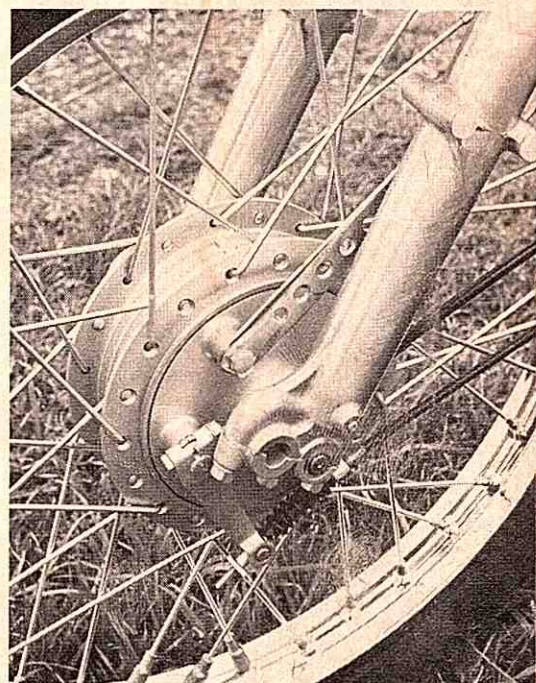


The F-8 is very well finished and quite a looker.

The seat is broad and comfortable but hinders body english somewhat at the rear. Ignition switch is poorly located.

Hata forks allow many adjustments to suit individual rider needs.

The kick starter is long and spindly and looks awkward to use, but isn't. Starting is a snap, thanks to the rotary valve intake timing and a spot-on ignition.



have a serrated, ridged surface that is murder on the hands after a few hours off the road. For the serious off-road rider, their replacement with a smoother pair would be a wise investment.

The gas tank doesn't look big or cumbersome, but it holds plenty of gas. The engine has only a moderate thirst, so the rider with a full tank of fuel can take a long trail jaunt or complete an enduro loop without having to push it home. The tank incorporates a demand-type petcock that allows fuel to go through only when the carburetor float bowl is low. The system is so foolproof that the petcock does not have an 'off' position, yet no flooding is caused when the engine is not running. The F8 has Kawasaki's Injectolube automatic oil injection, eliminating the fuss of mixing the fuel and oil in the gas tank. The oil is carried in a small tank just under the saddle. The capacity is enough to allow several hundred miles of riding without refilling.

The black vinyl saddle is well shaped and comfortable, and folds up to allow access to the carburetor air cleaner underneath. The rear fender, although short, is nevertheless long enough to keep the debris from the rear wheel off the rider's back. The rear wheel is an 18-inch steel item with a 4.00 x 18 trials universal tire, plenty big for traction in soft going. The shocks provide less than ideal suspension for the rear wheel, mainly because the damping is marginal. The springs simply overpower the damping's ability to slow down the rebound, with the result that the jolts from the rear end are unnecessarily severe to the rider.

The double-cradle frame is finished in flat black paint. It is constructed of tubular steel, with smooth welds at the joints. The aluminum engine shares many parts in common with its 350cc big brother, including the entire lower end, except for the ignition. The difference in displacement between the 250 and 350 Kawasaki enduro models is simply the bore diameter, with both engines having the same stroke. The F8 does not utilize Kawasaki's well known CDI ignition system. Instead, a stan-

dard magneto setup is employed, and it gives this 250 enduro never-fail sparking. Probably one reason for this change is that Kawasaki manufactures an all-out competition version of the 250, a dirt scrambler that comes out of the crate stripped for action. For this application, the magneto system is slightly less cumbersome: it does not require the solid-state electronic boxes outside the engine cases, as does the CDI.

The engine is a single-cylinder two-stroke with rotary valve fuel/air induction. The major advantage of the rotary valve is that it seals the crankcase from the carburetor during the piston's downstroke. The resulting increase in crankcase pressure means more of the fuel/air mixture will be forced through the transfer ports into the combustion chamber. It simply results in more efficient fuel/air flow and combustion, particularly at slower

engine speeds. The gain in low RPM torque is considerable.

But the rotary valve system is not all advantages. One of the disadvantages is that the carburetor must be located on one end of the crankshaft, resulting in much wider engine cases than with a piston port setup. The distance the outside air must travel through the air cleaner and the cases, and the changes of direction of the flow before it reaches the carburetor, are all disadvantages. So much so that Kawasaki is the only one of the major Japanese two-stroke manufacturers to utilize the rotary valve system. The others all prefer the piston port setup.

The F8 exhaust pipe has the same configuration as the early 350 Bighorn model. It is painted flat black, and curves around the frame downtube to tuck close against the frame under the saddle. It has a very small diameter at the rear end of the muffler to enable the

Full lighting equipment with a good bright stoplight is a Japanese trademark. Tires front and rear are trials universal.



The F-8 handles well and gets surprisingly good traction for its high weight.

exhaust gases to exit. While it seems to work all right, the sound is much more tinny than that of the new 350 Kawasaki pipe. It would be nice if the F8 had the other pipe.

Easy starting seems to be the rule with all Kawasakis, and the F8 is no exception. The choke is required when the engine is cold, but one or two kicks always does the job. The transmission has fairly wide ratios to utilize the good torque characteristics of the powerplant. The F8 pulls strongly for a 250, moving out in traffic quickly enough that automobile traffic is not held up. Riding on the pavement is comfortable enough for short tours around home, or between home and some favorite off-road area. The large cross-section trials universal tires give a smooth ride on the asphalt. The shift throws of the gearbox are short and positive, with no necessity to use the clutch if you don't feel like it. Acceleration through the gears is quick, and fifth gear cruising at turnpike speeds is no strain for the bike. The indicated top speed is just over 80, so it's fast enough for most riders.

The ride off the road is good, but it could be better. A 21-inch front wheel would help, and better shocks would help even more. The back end hops around when the rear wheel is under power. The specifications say that the 250 Kawasaki is heavier than the 350 model, and it feels like it. The rider position is comfortable, with the handlebars, saddle and footpegs in the right places. Low end power is strong, for good lugging where rough terrain or steep or steep hills make it handy. The front end tracks well over the bumps, but the rear end doesn't follow well. It switches back and forth behind the rider because of the poor shock damping. But the slower trail rider will probably never notice this, while the faster enduro rider can eliminate the problem with a new pair of shocks.

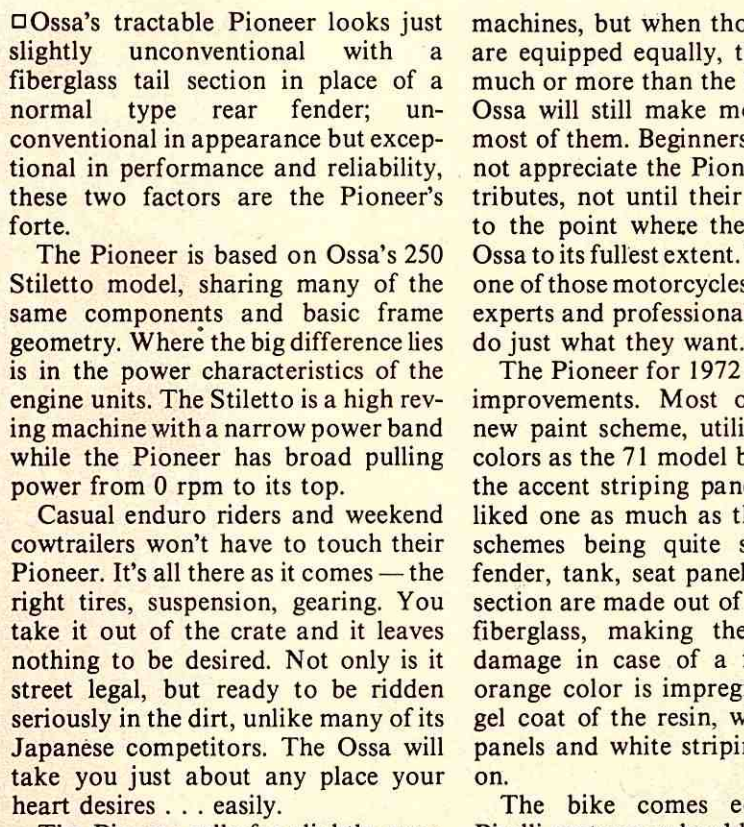
The F8 Kawasaki 250 enduro is a quality machine with not too many faults for a dual-purpose production motorcycle. It's very well made, and seems durable enough to take plenty of pounding. While it's a little heavy, the difference in weight of any other machine in its class is probably very small. It has plenty of speed and reasonably good handling, although this last characteristic is not outstanding. It always comes down to how much the buyer is getting for his money, and the Kawasaki F8 is a good buy in that sense. ●



ROAD TEST:

OSSA PIONEER 250

It has a few flaws
but, functionally, it's
the finest dual-purpose
250 we've ever tested



□Ossa's tractable Pioneer looks just slightly unconventional with a fiberglass tail section in place of a normal type rear fender; unconventional in appearance but exceptional in performance and reliability, these two factors are the Pioneer's forte.

The Pioneer is based on Ossa's 250 Stiletto model, sharing many of the same components and basic frame geometry. Where the big difference lies is in the power characteristics of the engine units. The Stiletto is a high revving machine with a narrow power band while the Pioneer has broad pulling power from 0 rpm to its top.

Casual enduro riders and weekend cowtrailers won't have to touch their Pioneer. It's all there as it comes — the right tires, suspension, gearing. You take it out of the crate and it leaves nothing to be desired. Not only is it street legal, but ready to be ridden seriously in the dirt, unlike many of its Japanese competitors. The Ossa will take you just about any place your heart desires . . . easily.

The Pioneer sells for slightly more than most of the 250 dual-purpose 14

machines, but when those same bikes are equipped equally, their cost is as much or more than the Ossa. And the Ossa will still make monkeys out of most of them. Beginners will probably not appreciate the Pioneer's many attributes, not until their abilities grow to the point where they can use the Ossa to its fullest extent. The Pioneer is one of those motorcycles that make the experts and professionals smile. It will do just what they want.

The Pioneer for 1972 has had many improvements. Most obvious is the new paint scheme, utilizing the same colors as the 71 model but scrambling the accent striping panels a bit. We liked one as much as the other, both schemes being quite similar. Front fender, tank, seat panel, and rear tail section are made out of a very flexible fiberglass, making them harder to damage in case of a fall. The base orange color is impregnated into the gel coat of the resin, while the black panels and white striping are painted on.

The bike comes equipped with Pirelli motocross knobbies, which are mounted on Akront rims. Tire sizes are

3.00 x 21" in the front and the usual 4.00 x 18" in the rear. While these tires are a poor choice for street use, they are better than excellent in the dirt. Most Japanese machines come equipped with trials universals, the tire design that is a compromise, in every sense of the word. Since we do the majority of our riding in the dirt, we prefer a dirt tire. Owners should think carefully about the choice of tires before they purchase a machine. A good dealer will generally make a swap for you if he's really humping for that sale.

When it came time to make improvements on the '72 model, the Spanish engineers didn't overlook the suspension. The new model has about a ½" more travel in the rear Betor shocks. This was brought about by relocating the units to a more vertical position. In fact, the top mounting points of the shocks now protrude into the fiberglass panel below the seat, so the difference is substantial. Adjustment is provided for five different settings.

The swinging arm is parallel to the ground with a rider aboard. This is



Although it lacks some conveniences of the Japanese competition, namely oil injection, when it comes to riding it'll ride circles around most oriental counterparts.



A good hillclimbing low gear ratio and perfect balance keeps the skilled rider in command at all times.

precisely how it should be. The arm itself is made from a squarish tubing, and looks to be strong. Bolt on passenger pegs locate on the swing arm. Packing double is a tight proposition as with other machines of this type, and the passenger must take care not to burn his or her leg on the silencer unit.

Ossa has modified their chain guide with a new rubber spacer. The spacer keeps tension on the chain and eliminates snatch and excess slop, two maladies that can cause you to lose a chain in rough going. Chain adjustment is a bit different also this year, in that the adjuster now pulls, rather than pushes the axle to take up the slack. It's a better setup.

Front forks are also made by Betor, and they work beautifully in every condition. Not only do they soak up the little bumps, but the big ones as well. Bottoming was nonexistent and rebound is excellent. Most Spanish machines tend to weep fluid from the front forks after they're used in a rough manner, but the ones on our Ossa never leaked a drop. The forks have 7 inches of usable travel and locate in aluminum triple clamps.

The combination of proper frame geometry and superb suspension make the Pioneer agile enough for either high-speed charging over rough ground or low-speed crawling in a log infested woods. The Ossa is probably the lightest of all the off-road 250's, with the exception of the Bultaco

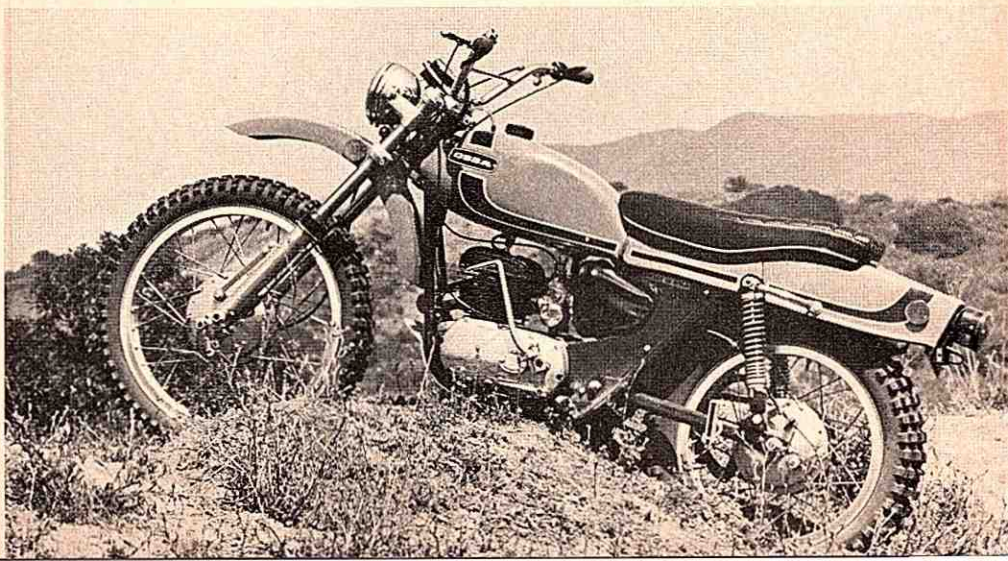
Alpina, but the Alpina isn't legal for street riding in most states. The front end on the Pioneer is easily lofted to clear obstacles or charge across a shallow stream without soaking yourself.

The narrow seat has been changed this year to make it more comfortable, and it is. We thought the seat was just about ideal, because it allows the rider plenty of freedom of movement. He can shift his weight from side to side and back and forth without interference from the bike, much like a trials machine. Padding this year is improved over previous models, and was sufficient for all of our test riders, but none of them are what you'd call "porkers" either. We were unable to obtain the services of a "large" person to try the narrow seat out, but we suspect that the surface area of the

Pioneer seat wouldn't match the surface area of a large sized "rump."

The seat doesn't flip up on a hinge as with some motorcycles. Instead, it comes completely off the machine to allow access to the battery and electrics. Two serrated, plastic nuts fasten the seat at the rear while the front portion locates on a stud welded to the frame. To remove the fuel tank, the seat must be removed first, and care must be taken to avoid losing the two hold-down nuts.

The advantage of having a rear tail section is the small compartment it gives you to store small items. Ossa supplies you with a tool kit to fill the space. Like most tool kits that are supplied by manufacturers, it is barely adequate for even minor repairs. If you decide to carry your own tools in the little "trunk," we'd advise you to wrap



OSSA 250

them in a rag or something. If you don't, you'll wind up with plenty of rattles and maybe even a couple of holes in the fiberglass.

One disadvantage of the rear tail section is that it's not strong enough to support the weight of the bike. That means when you go to lift it, whether it be into a truck or out of a ditch, you must lift by the exhaust pipe on the right and handle on the left. The handle is there just for that reason, but lifting the Pioneer is awkward anyway.

Ossa motorcycles are well known for giving their owners many miles of reliable service. The Pioneer should hold up this tradition admirably. The single cylinder 244cc piston port two-stroke engine of the Pioneer is in a very mild state of tune. The 21-horsepower figure given for the engine seems very realistic and flywheel momentum at low speeds is just right for lugging along.

The five-speed gearbox was introduced last year and continues without change. Ratios are spaced perfectly for the machine's intended usage, and high gear allows the bike to be driven quite comfortably on the street at near freeway speeds. While the Ossa comes delivered with the gear change lever on the left, the rider can opt for right side shifting if he prefers. All Ossas have the gear change shaft running to both sides of the machine.

Our biggest complaint with the Pioneer is the lack of primary kick starting. It's really a hassle to have to

hunt for neutral if you stall the engine. And once you find neutral, you have to put up with an inconvenient kick starter lever, located on the left side. We couldn't quite put our finger on just what was wrong with that kick lever, but it was a rough one to use. It was too long or shaped wrong or something.

Ossa was the first motorcycle manufacturer to use pointless electronic ignition on a production machine, and the current Motoplat unit is a continuation of that policy. This year's 29 mm IRZ carburetor has been simplified and has only half the parts as last year's version. Ossa believes that simplicity is the key to a more reliable bike.

Two-stroke engines are sometimes known to be hard on piston rings. It's not uncommon on some bikes to break rings on a regular basis, ruining more than just the rings in the process. In this regard Ossa has a design that warrants mention. All their machines use two rings on the piston, each one mm thick. The rings are made from a spring steel with chrome plated edges, and they don't break. You can put one in a vise and bend it into a pretzel without any breakage. The only way you can snap one is if you bend it back and forth several times in the same place. Then the metal will fatigue and the ring will break. The Ossa people have seen cases where the locating pin on the piston has broken and allowed the ring to twist and catch on the exhaust port. Even then the ring refused to snap. Instead it just bent over in the groove on the piston. Some machines we have worked on have had rings so brittle that it was difficult not to break

them when they were being installed on the piston! Rings such as the ones on the Ossa would be a welcomed change.

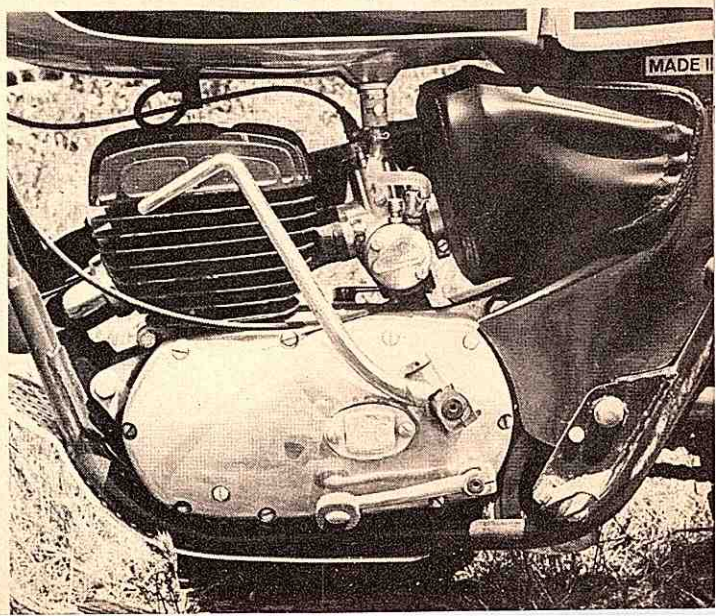
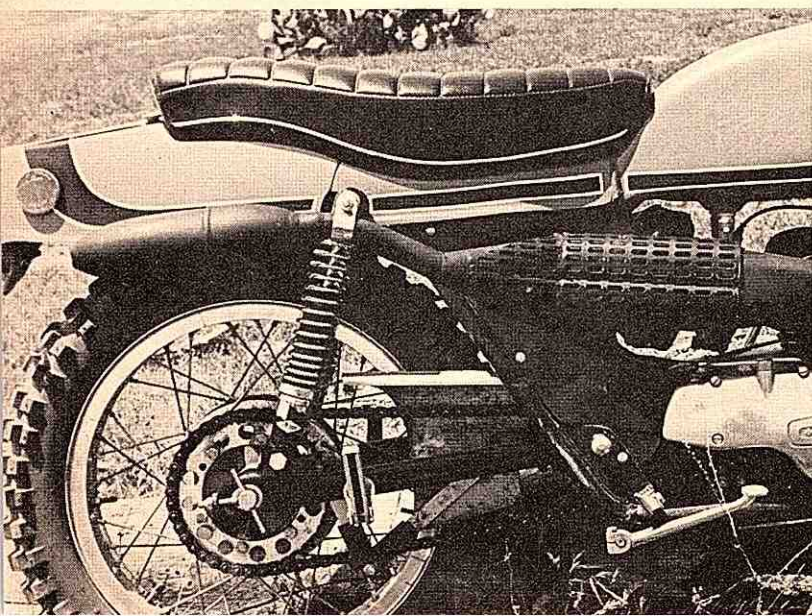
Another item on the Ossa Pioneer that deserves some comment is the exhaust system. A chromed-header pipe curls out of the cylinder to the right side of the machine. It then joins the main muffler which heads back to the rear of the machine. At the end of the pipe is a welded-on silencer unit. Last year the silencer device could be removed but since the Motorcycle Industry Council's crackdown on noise, the silencer is now a permanent part of the bike.

The trouble is that the silencer doesn't double as a spark arrestor, an item that is required in many areas these days, especially a U.S. Forest area. The distributor, Yankee Motors, is trying hard to get the Spanish manufacturer to comply with the spark arrestor needs, but so far he has had no success. This leaves it up to the owner of the Pioneer. The silencer has to be cut off and a small piece of tubing must be welded to the pipe. You then install an approved arrestor/silencer combination and you're legal to ride in most areas. Yankee is voluntarily installing J & R silencer/spark arrestors on their Mick Andrews Replica trials machines, since they come into this country from Spain without any device whatsoever! It's a problem we hope will get worked out so the owner of a Pioneer won't have that trouble.

Sure, the Pioneer isn't perfect. But when you add everything up and do some serious riding, or just plain ol' cowtrailing fun, the Pioneer comes out looking and smelling like a rose. It's a winner. ●

Muffler unit at end of the Pioneer's expansion box is now welded permanently in place.

The kick starter is awkward to use and neutral must first be located after a stall since the kick mechanism doesn't work directly through the primary drive gearing.





Two serrated knobs on the rear panel open a hidden compartment for tools. Grab handle on the left is essential as the fiberglass will not withstand lifting forces.



Speedo is rubber mounted and has a convenient resettable trip meter for the enduro competitor. Top speed is about 70 mph.

SPECIFICATIONS

OSSA PIONEER 250

ENGINE

Type Piston port two-stroke
single
Displacement 244 cc, 15 cu. in.
Bore/Stroke 72 x 60 mm, 2.83 x 2.36 in.
BHP | RPM 19 | 6500
Compression Ratio 10.1:1 (uncorrected)
Carburetion (1) 27 mm IRZ
Transmission 5-speed
Ignition Motoplat Electronic

PERFORMANCE

0 to 60 9.2 sec.
Top Speed 70 mph

DIMENSIONS

Weight 245 lbs. wet
Wheelbase 54.5 in.
Seat Height 32 in.
Ground Clearance 10.5 in.
Handlebar Width 34 in.
Fuel Capacity 3 gal.

WHEELS AND TIRES

FRAME AND SUSPENSION... Double cradle,
tubular steel
Betor hydraulic forks-front
Betor 5-way adjustable shocks-rear
Tires front-Pirelli 3.00 x 21 knobby
rear-Pirelli 4.00 x 18 knobby
Brakes s.l.s. drum front & rear

Price \$940.00
Distributor Yankee Motor Company

ROAD TEST:

Yamaha 360 RT2 MX

At last, a Real motocross racer from Yamaha



■ The days have come and gone when loyal Yamaha fans had to put up with riding a warmed-over enduro model in their local or not-so-local motocross events. Yamaha has now given them a full-blown racer to play with; one that will handle, perform, and compete on an equal basis with anything else going, and they'll do it with the reliability that people are used to getting from the Yamaha marque.

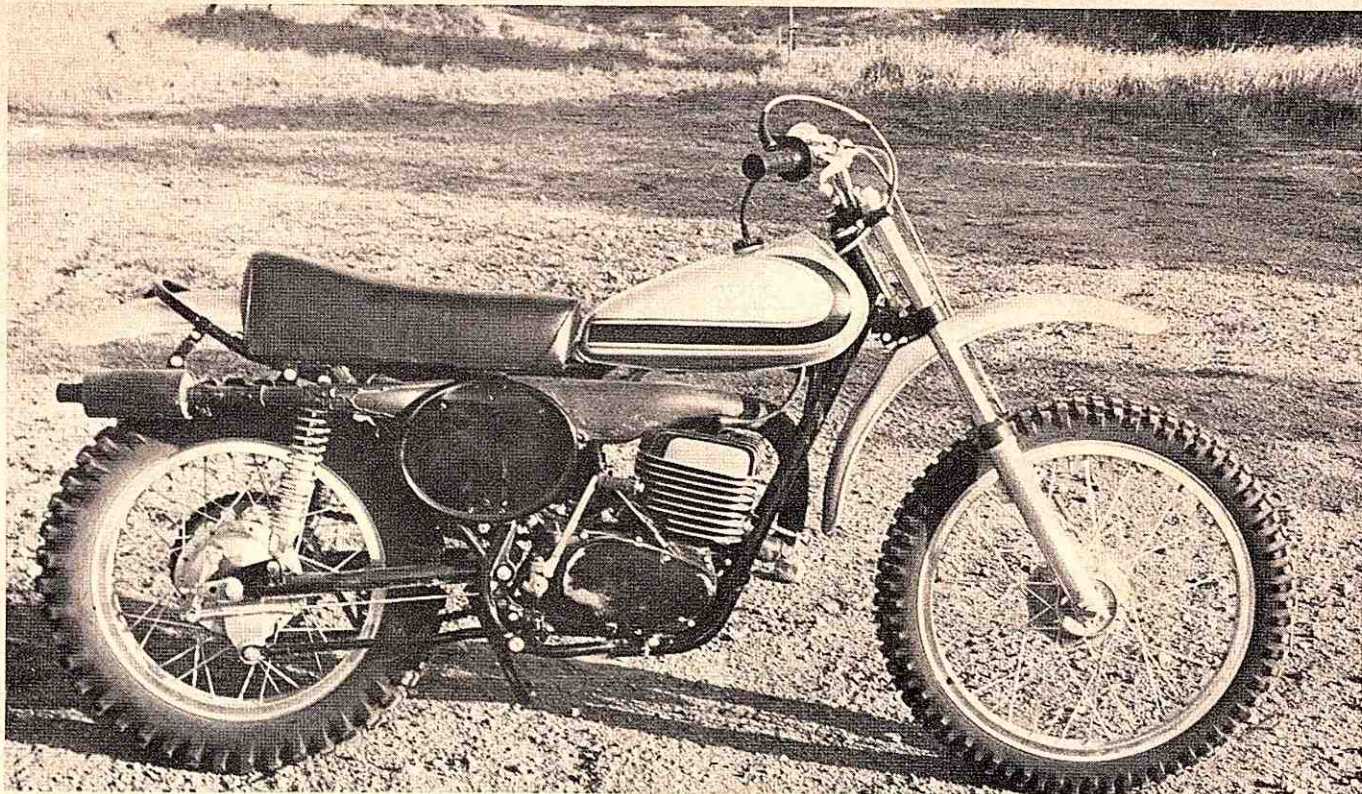
The new MXers (honest-to-goodness-for-real MXers) are available

in two engine sizes, a 250 and a 360. Both are virtually identical, the only difference being the size of the cylinder, head, piston, and expansion chamber, and the internal crankcase dimensions. Without looking too closely you can tell the difference by the striping on the fenders and tank. The 360 has black stripes, the 250 red ones. For the would-be buyer, it's a choice of going fast or extremely fast. We tend to go to extremes so we picked the 360 for our road test.

Yamaha's new racers came about because of dealer and public pressure. The old trusty 250 and 360 Enduros just couldn't compete with the European specialty racers such as the Husky, CZ, etc., so Yamaha riders were forced to change brands when they got serious about racing.

If a dealer wanted to keep his customers coming back, he too had to make some changes by taking on additional brands of machines in his shop. Many dealers didn't want to go





Yamaha's serious motocrosser — it's all business. Frame changes and new engine location are the most important improvements for 1972.



Muffler is welded into place. The only difference between the 360 and its almost identical twin brother, the 250, is in the color scheme.

Expansion chamber is an up-and-over type adding to its length for a better power spread and keeping the fixture well tucked in.

in this direction, so they lost customers. They screamed for a serious racing machine, as well as the loyal Yamaha followers. Yamaha responded by starting development work on two new moto-crossers, a 250 and a 360.

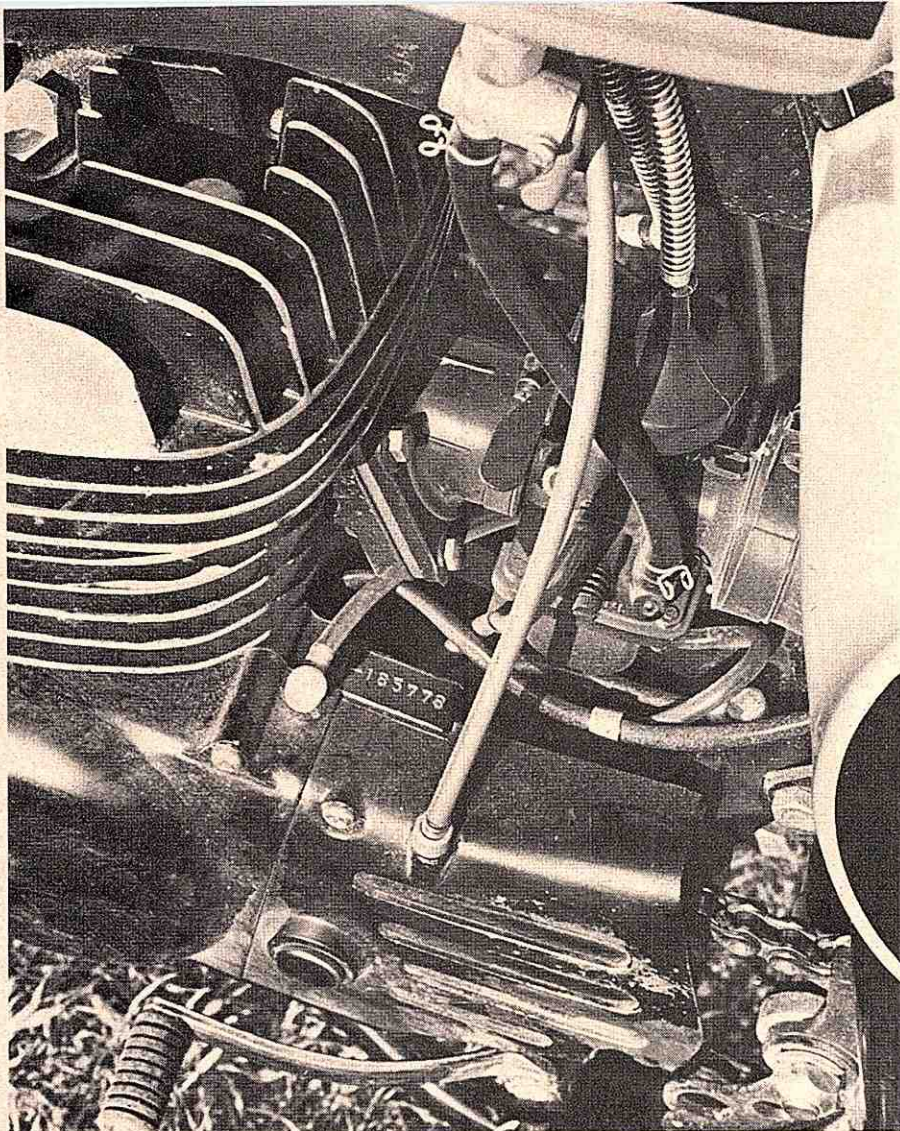
What they needed was a machine with the proper suspension and handling. They already had a powerful engine. The enduro model was, and still is, a great machine for dual-purpose use, cowtrailing, and the like, but when it came to full scale racing, it was

a bird of a different color. The enduro model with the MX engine and 21-inch front wheel was a handful on any race track, mostly because of a high center of gravity.

Yamaha began experimenting by altering stock enduro frames; changing engine location, varying swing arm lengths and so forth. Eventually they had worked out what they thought was the proper design, and they incorporated all the ideas into an experimental model called the YZ. They hand-built a few of these and turned

them over to factory riders for evaluation.

The YZs were super machines. They used materials like chrome-moly for the frame tubing, magnesium for hubs and engine cases, and titanium for handlebars and other miscellaneous items. Riders like Gary and Dewayne Jones, Mike Patrick, and Torsten Hallman sorted the YZ prototypes out; by the time the DT2 MX and RT2 MX were in production there was very little a buyer could complain about, at least Yamaha had a **real** motocross racer.



Rubber-mounted 34 mm Mikuni carb can easily be replaced by a 38 mm unit with proper jetting, good for about 3 more horsepower.

As soon as the engine seized and quit running, the oil line would be allowed to cool down and it would pop back into its normal shape. The mechanic or rider looking for problem would have no visible answer. The oil line would show no blockage now. Somethin else, huh?

So as long as you're already mixing the oil at 40:1 in the tank, it wouldn't be any additional trouble to mix it at about 20:1 (depending on the oil manufacturers recommendations) and do away with the pump setup. We are told that pump removal is good for about a third of a horsepower as long as the proper mixture is used afterwards.

Whatever you do, though, don't simply run the Autolube tank out of oil and begin mixing your fuel without removing the pump. The pump will seize without oil, so it must be removed. And take it from us, you'll be better off without it on the motocross racer.

Crankcases are much the same as in former models, but are stronger by virtue of thicker castings in the area where the trans mainshaft sits in its bearing. Externally the cases look different and new. They are painted black like everything else on the engine. Only the finning on the head and cylinder is buffed on the edges.

Jerry Greer, one of Yamaha's Service Dept. supervisors on the West Coast, tells us that the rubber-mounted 34mm carb on the 360 can be replaced in a snap with the similar 38mm version. All that's required is that you reject the machine afterwards and it's good for about three more horsepower. No other changes are necessary to do the job.

Greer also informs us that the internal rotor CDI ignition system can be changed over to the old flywheel magneto arrangement without any modifications. It makes starting easier and improves low rpm running. Also if the rider wants, he can hook up lighting; in other words the Yamaha motocrossers can be turned into super enduro machines with only a few minor changes. Just a tip for you serious enduro freaks.

And don't count the MX out for TT Scrambles and smooth track racing. A switch to a 19-inch front wheel and some Pirelli or Dunlop K70 traction

Compare a new DT2 or RT2 MX to last year's model and you'll see few similarities. The rear hub and swing arm are somewhat the same, but still, not exactly. Of course, the MX machine is now more readily identified from its Enduro cousin than ever before. It's altogether different since the tank, fenders, frame, fork intervals, seat, and engine are all new.

This year the engine's intake tract uses reed valves, in fact, the entire Yamaha enduro lineup uses the reed valve induction. With no sacrifice in reliability, reed valving enhances peak power and low rpm performance. Overall tractability is improved tremendously.

Carburetion on the 360 MX is a 34mm Mikuni job, similar to the ones used on the Yamaha road racers. Air filtration is provided by a urethane foam element that locates under the seat. It's not what you'd call easy to get to since the seat must first be unbolted to allow access, but it really isn't too difficult.

Yamaha's Autolube is fitted to the MX models, and the oil tank fits just

behind the right side number plate. The plate is slotted to enable the rider to check on his supply in the plastic tank, but in actual practice it's better just to unscrew the number plate and take a **good** look, since the buildup of dirt on the tank will prevent you from seeing the level anyway. Even though the Autolube is alive and well and supplying the 360 with oil, some dealers recommend that the rider mix his fuel 40:1 in the gas tank.

Our recommendation is that the rider "deep six" his Autolube system entirely on the MXer for several reasons. It's a simple job and requires only a few minutes time. Since the oil tank on the MX is so small you have to refill it almost after every race or moto, that's a hassle. The line from the oil tank is soft rubber and passes very close to the expansion chamber. We have heard instances where this soft rubber line has gotten so flexible that it kinked and cut off the oil supply completely. We don't have to tell you what happened then! The real stumper came after the machines were checked to see what had gone wrong.



With the right tire setup the 360 MX is also a very competitive TT or scrambles machine. It does everything well.

and you're halfway there. A different pipe and some minor porting will give you more upper end power, and there's no reason why you couldn't give the Bultacos some heavy competition.

But what's the new 360 like for motocross, the racing it's designed for? It's great, that's what. Take a 360 over the rough stuff at speed and you'll know what we mean.

At last the Yamaha suspension takes ruts and bumps in stride. The rear end doesn't want to hop all over creation thanks to new rear shocks that have dual springs and 3.5 inches of travel. They aren't quite as good as Girling or Koni units, but quite an improvement over previous units.

Front forks too, have been improved. They are similar to last year's (which were good), but offer better damping characteristics than before. Top and bottom yokes are new, and the rider can now move the fork shafts up or down in them to change front end height and rake.

Weight has been pared off the MX 22 DIRT CYCLE/December 1972

like you wouldn't believe. The front hub is entirely new and is super light, lighter even than the small hub found on the AT2 model. Wheels are now aluminum but beware of rocks, they bend and dent very easily. The rear hub is almost identical to last year's and even more weight could be saved if it, too, were conical in shape like the front unit. The rear hub is almost identical to last year's, and even more weight could be saved if it, too, were conical in shape like the front unit. The rear hub contains a rubber cush drive to soak up jolts in the driveline.

We liked the front brake unit; it was nice to use and very controllable.

The back brake, however, was a different story. Even after adjustment it insisted on locking up at the slightest application of the brake pedal. Needless to say, a sensitive brake such as this can cause the rider lots of problems on a race course, not to mention trying to ride down a steep hill or the like. It was the most glaring fault with the whole machine.

The seat is deep and padded heavily. What the rear suspension doesn't absorb in the way of bumps the seat will. Fenders are made from that super plastic that doesn't break, and they are ultra light. We'll be seeing more and more plastic on machines in the future. Don't knock it, plastic used in the right places is a giant step forward.

Machine welds on the 360 were poor. They are most noticeable on the silencer-equipped expansion chamber and in the steering head area. Other than that, the bike is finished quite well. It's full of nice little details like cleated folding footpegs and quick-turn throttle.

Yamaha is now serious about building a right and proper racer. The new motocrosser can do much more than just motocross; it can enduro, it can TT and it can flat track. It can do all these with only minor changes. Doesn't that give you a clue to how good the new MX really is? ●



Yamaha's new suspension really works. It sorts out the bumps and high-speed rippled surfaces in fine fashion. Reed valve power will keep you right up there with anybody.

Price \$1068.00
Distributor Yamaha International Corp.

YAMAHA

ENGINE

Type 2-stroke single reed valve
Displacement 351 cc
Bore & Stroke 80 x 70 mm
BHP@ rpm 39@7,500
Actual C.R. 7.13:1
Carburetion (1) 34mm Mikuni
Transmission 5 speed constant mesh

DIMENSIONS

Weight 238 lbs. wet
Wheelbase 56 in.
Seat Height 33 in.
Ground Clearance 9 in.
Handlebar Width 32 in.
Fuel Capacity 2.1 gal.

WHEELS AND BRAKES

Tires
front 3.00 x 21 Dunlop Sports
rear 4.00 x 18 Dunlop Sports

Brakes

front s.l.s.
rear s.l.s.

IGNITION internal rotor C.D.I.

PERFORMANCE

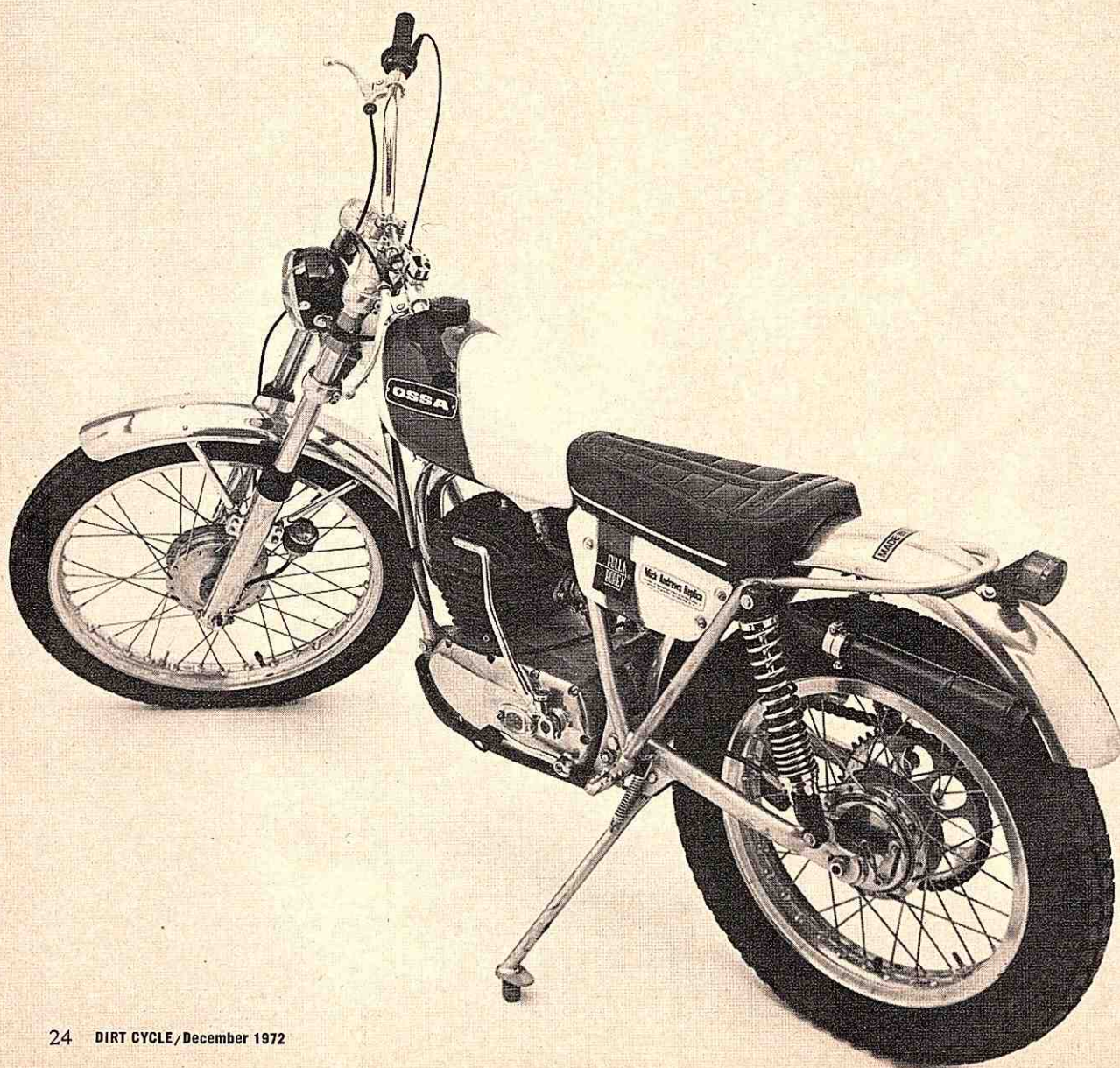
Top Speed 70 mph

250 OSSA

"Mick Andrews Replica"

This bike shows just how serious
Ossa is about trials

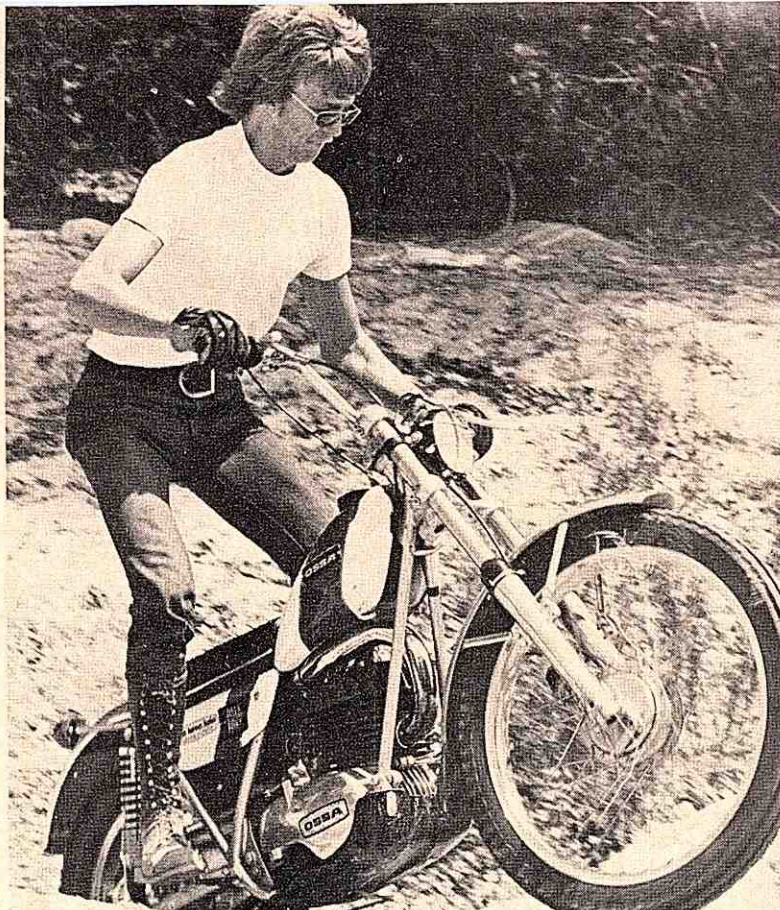
*Finish and attention
to detail are unexcelled.
J & R muffler, which
doubles as a spark arrestor,
is fitted by a
noise-conscious distributor.*





The MAR's new frame design does not have the downtubes cradling the engine, allowing a bit more ground clearance.

Log jumping is the MAR's forte, aided by the slippery new bash plate.



■ Ossa's new MAR (Mick Andrews Replica) seems to have caught everyone's eye, even non-motorcyclists. It's because the bike looks **different**: professional, serious, and specialized. That would be a good way to describe it. The Ossa MAR is all that and then some — the some being a purely fun off-road machine.

For years, trialing was a game they played in Europe, but suddenly it's caught on in the United States. Trial-ling got a further "boost" when it was featured in Bruce Brown's "On Any Sunday." Now there is seldom a weekend when there isn't an organized trials event being held somewhere in your motorcycling area.

Some racers "scoff" at the sport of observed trials, but those individuals really don't know what's involved. The truth is that many of the top riders in events such as motocross, are very proficient trials riders, and they attribute to trials their success in other forms of competition. These "slow" events sharpen balance, timing and coordination.

If you want to do as well as possible in whatever type of event you pursue, you need a machine built especially for that purpose. You don't run a flat-tracker in a motocross race, nor do you attempt to do well in a road race with your enduro bike. The same goes for trials. While some riders can do fairly well on a beginner's or novice section

with a modified enduro machine, a "real" trials bike is needed to compete seriously in a higher classification. With this in mind you have a choice of three different "all out" trials bikes in the 250cc range: the Montesa Cota, the Bultaco Sherpa T, and the recently introduced Ossa MAR. All three are Spanish, and come close in weight, power, and design.

Ossa has had a "trials" machine in the past, the "Plonker," but it was hampered by somewhat excessive weight, and enduro bike characteristics. Dyed-in-the-wool trialers passed it by and opted for the Montesa or Bultaco. Now they're waiting in line for the MAR, and with good reason.

It has all the necessary ingredients to make it an "almost perfect" trials motorcycle. This came about as a result of the development work done by Ossa's "works" rider, Mick Andrews, and is virtually a copy of his personal machine, the one he used to win the Scottish Six Days trials in 1970 and '71. Andrews is the current European trials champion, a title held by many years by the legendary Sammy Miller.

Trials bikes are strange in that they usually have a relatively short wheelbase and exceptionally high ground clearance. The MAR is no exception. This is to allow the machine to "ride over" obstacles that would stop a conventional mount. The Ossa's frame

is made from thin-walled tubing to keep weight at a minimum, but the engine forms the bottom frame section, instead of having the twin downtubes wrap under to form a "cradle." This is a novel setup in a trials bike, and probably helps to contribute towards that 10.2 in. ground clearance.

To protect the engine from the hazards of log jumping and rock climbing, the MAR features a bash plate worth mention. It's made from a carbon filament-reinforced fiberglass, the likes of which we've never seen. The plate is contoured smoothly and is very "slippery." This allows the machine to slide easily over logs and rocks without catching. Even the mounting screws and brackets are flush with the surface to preclude snatching on different hazards. We noticed that there is a tendency for the plate to collect twigs and dirt between it and the engine, since there are no perforations to allow debris to fall through. It doesn't make much difference, however, the plate removes easily and quickly for cleaning, and it doesn't have to be done that often. There is an access hole provided to allow you to drain the transmission oil without removing the plate.

Frame welds were excellent on our test machine. In fact, the entire bike showed fine workmanship throughout. The 1.5 gallon gas tank is made from a thin, flexible fiberglass,

and done in a green and white color scheme. Side panels are done in the same colors, but are made from a heavier material. The right side panel conceals the air filtration unit and the left one acts as a heel guard for the tucked-in exhaust pipe.

The engine unit is similar to those found in Ossa's other 250 models. The lower end is beefy and rides on ball bearings. The unit is pressed together and contains full circle flywheels. A steel connecting rod is used with roller bearings on the big end and needle on the small to support the piston pin. A two-ring piston rides in a cylinder which contains a removable cast-iron sleeve, a feature that will save the owner big bucks during a re-build. Piston rings are the flexible-unbreakable type found in other Ossa's.

The cylinder head contains a threaded hole for a compression

release or an extra sparkplug, but many trials riders will go for the release unit. It makes an excellent braking device when descending a steep hill, and is a handy shut-off for the engine. The head features a deep combustion chamber which makes for a low compression ratio.

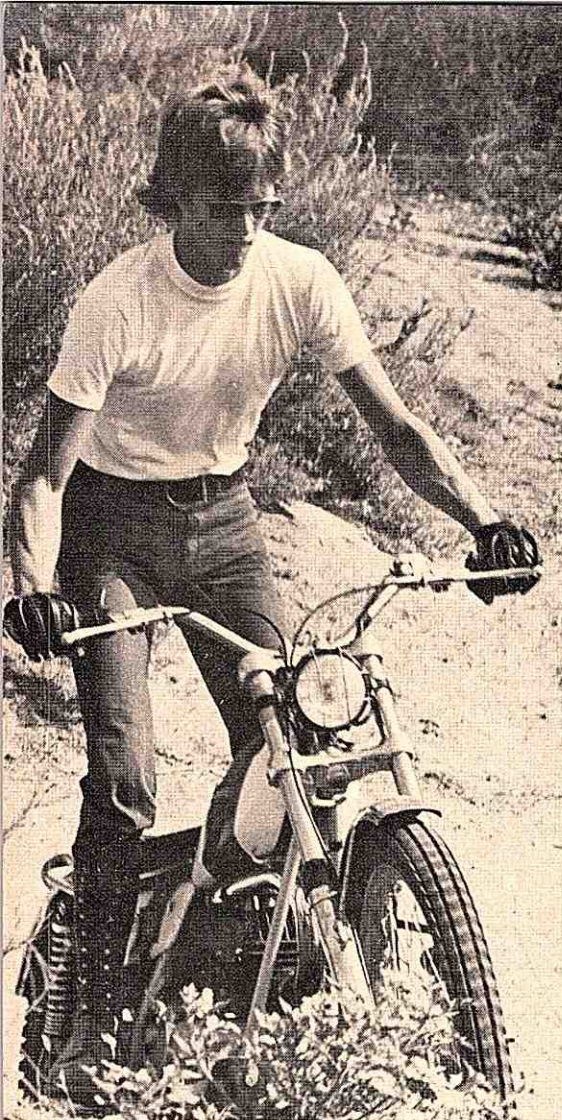
Fire-breathing horsepower doesn't count in trials, but low rpm running and tractability does. The MAR's 19 horsepower at 6500 rpm might sound low for a 250, but it more than gets the job done. This was proven during one phase of our testing when a 250 motocross bike tried scaling a steep hill in that area. He couldn't make it, but imagine his surprise when the Ossa went chug-chug-chug right over the top without even straining! He poked no more fun at the "small" 27 mm IRZ Concentric carb, or the lower horsepower rating after that.

Primary drive is by a twin row chain and the heavy duty clutch assembly. We found that shifting could be accomplished quite easily without the use of the clutch, but the resultant "jerk" can sometimes nullify any gains made by clutchless shifting. Once you become used to the MAR, clutchless shifts can be made smoothly, but many trials riders make it a rule never to shift gears in a particular section.

The gearbox ratios are interesting and unlike other types of machines. The first three gears are spaced close together, low being nothing more than a snail's pace. Fourth gear is a bit of a jump and fifth is like the high gear out of a Bonneville streamliner. The reason for such "high" high gear is to allow a fast top speed between sections of a European trials, where the entire event is timed and counts toward your total score. Unlike the other Spanish







Very high pegs and wide bars allow the best rider position for maximum control.

The super low first gear will climb any hill the rider has the ability to master. The 19 rated horsepower are plenty.

machines, the gearshift lever is on the left and the brake is on the right. The brake lever has a knurled surface to keep you boot from slipping off in mud or water, but the cleats need to be deeper to be as effective as intended. The shifter sticks out a little too far for our preference. A small amount of trimming would keep it from snagging on rocks easily.

The exhaust system uses a chromed header pipe that swoops out of the cylinder and directly over the center of the engine. Here it joins a black pipe which exists near the inner left rear top shock mount. The MAR's come over from Spain with no silencing, but the distributor, Yankee Motors, fits J & R spark arrestor/silencer combinations as standard equipment. The system is quiet, and is legal in an area requiring spark arrestors. Bravo.

Suspension on the MAR can only be described as first rate. Front forks are Betor units and have a full seven inches of travel. Rear shocks are a bit more hefty than those found on the Sherpa T, but should prove to be a little longer lasting in competition, say, over a year's time. They're that much harder

SPECIFICATIONS

ENGINE

Type Piston port two-stroke single
Displacement 244 cc, 15 cu. in.
Bore/Stroke 72 x 60mm, 2.83 x 2.36 in.
BHP@ RPM 19@ 6500
Compression Ratio 9.0:1 (uncorrected)
Carburetion (1) 27mm IRZ Concentric
Transmission 5-speed
Ignition Motoplat Electronic

WHEELS AND TIRES

FRAME Double downtube, single toptube, tubular steel

SUSPENSION Betor front/rear

Tires 2.75 x 21 front
4.00 x 18 rear

Brakes s1s front/rear

DIMENSIONS

Weight 208 lbs. wet
Wheelbase 52 in.
Seat Height 31 in.
Ground Clearance 10.2 in.
Handlebar Width 32.5
Fuel Capacity 1.5 gal.

Here you can clearly see the rider-to-machine riding position. The seat is postage stamp size and not really meant for sitting.

to bend in rough going, and have four inches of travel, as well as five positions of adjustment.

Akront aluminum rims are used front and rear, but the front is a non-clogging type with no dishing to fill with mud. It is soft, however, and with the low tire pressures used in trialing, caution must be used in rocks.

The Ossa trials bike is made for stand-up riding, with high mounted foot pegs placed toward the rear of the centerline. This makes it an easy job for the rider to loft the front end over an obstacle by applying a little throttle and pulling up on the bars. The narrowness of the machine enables the rider to shift his weight easily, without interference.

Lighting is delivered with every MAR but it must be installed by the owner. With no lighting and a full tank of fuel, the Ossa weighs 208 lbs., the lightest trials bike available.

Our major complaint was with the kick starter, which was simply too awkward to use. The lever can also come in contact with your shinbone in certain instances, and our test rider has a lump to prove it. Many of the owners we have seen remove it completely, as we would do. But then you have to rely on the "bump start" method, which can be a pain. Ossa should revise it. It would be great if it were on the right side.

The new MAR is everything it's cracked up to be, and then some. An owner will have to do very, very little to make it fit his individual preference, and even less in the way of upkeep. The "Mick Andrews Replica" is a winner, and equal to (and in some cases better than) anything else in its class. ●



Rebuilding the Mavrick Rear Shock

The solution to your handling problems may lie in a simple shock rebuild

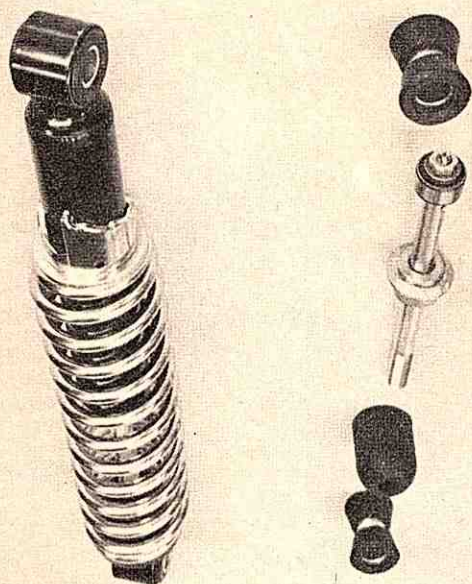
BY PHIL TANK

□ Most avid dirt riders are familiar with the Mavrick rear shock units. There are basically two reasons for the popularity of this Japanese import: one, it has become a stock item on many imported machines; two (and more important), it's a good-quality shock offered at a realistic price.

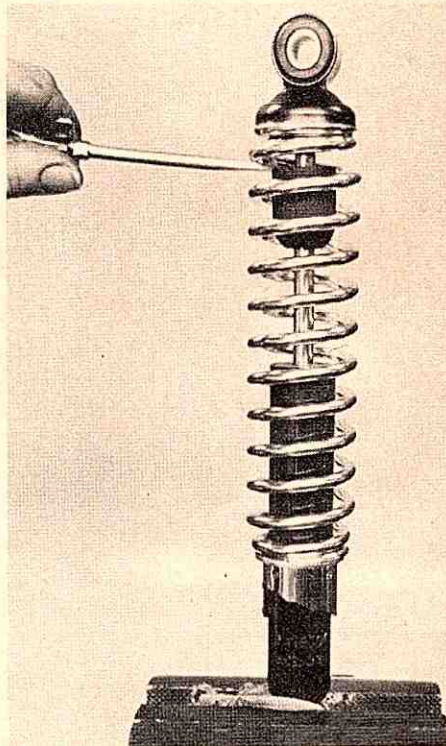
These shocks not only have a good dampening action, but have five-way adjusters for tension variation. Another feature is the availability of components from the importer, North American Imports of Mojave, California. Your local dealer is able to obtain springs of different tension in case the five adjustments of the shock do not fall in your realm of comfort. The most important

feature they carry in stock is the shock rebuild kits. Many imported machines come with a rebuildable shock, but just try to obtain the parts to rebuild them with; they're as rare as hen's teeth.

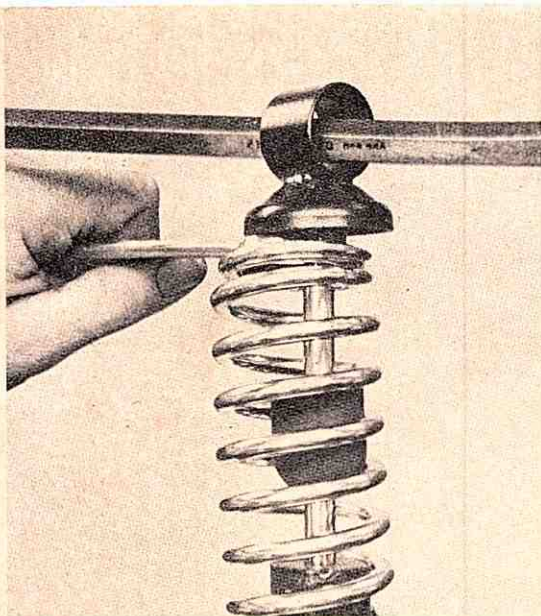
Like any shock on the market, after prolonged use in the dirt and under adverse conditions it is very likely that the seals will start to leak. If so, you will want to repair the shock at the least expense. The following photographs and instructions detail the simple procedure by which you can do it with the aid of a few simple tools. The most important thing is to have a vise to hold the shock securely. While this strip is for a Mavrick, the procedure is basically the same for all shocks.



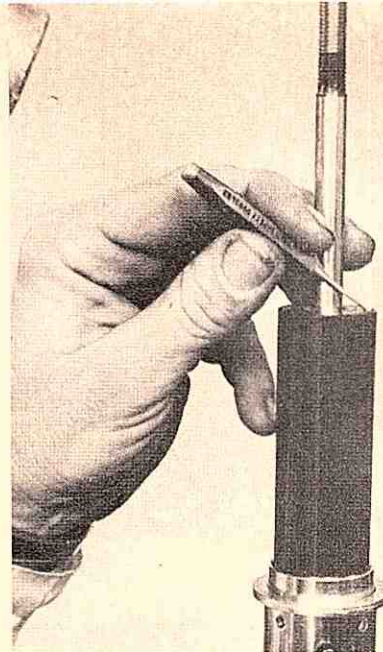
1. The rebuilding kit is quite complete as it comes from the distributor. It consists of the items shown here on the left of the assembled shock. It not only includes the new dampener unit and seal, but also the rubber buffer and new top and bottom mounting rubbers.



2. With the shock adjuster in the lightest position, mount the unit firmly in the vise. With a screwdriver, pry down the rubber buffer to expose the lock nut at the top of the shaft as shown.

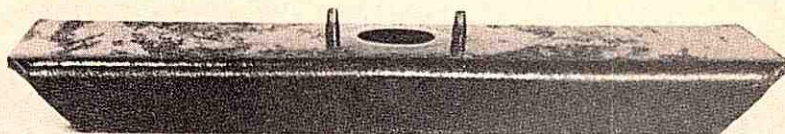


3. Pull down the spring (this can be done by hand) and insert a 17mm open end wrench onto the lock nut. With a bar in the top eyelet as shown, back off the nut and then unthread the eyelet. Remove the top eyelet, spring keeper and the spring. Also remove the lock nut; it will be used on the new unit.

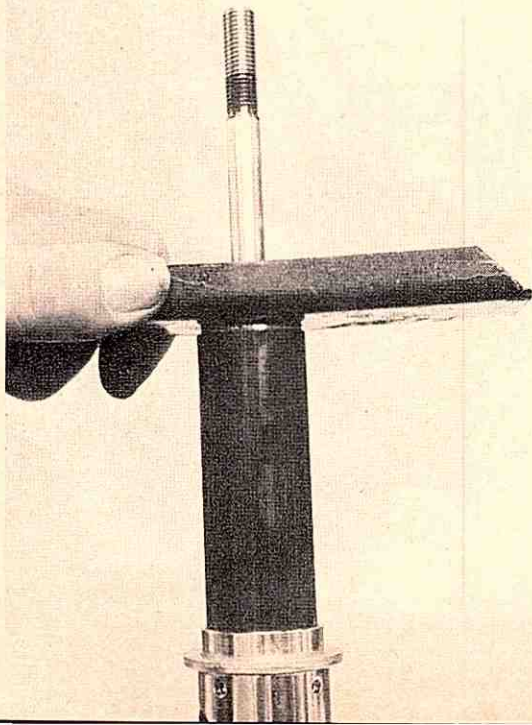


4. The oil seal holder is locked in position by peening the metal of the body into the notches used to unthread the holder. With a small punch, clean these up as best you can with a minimum of damage to the threads. Take your time and do a good job here.

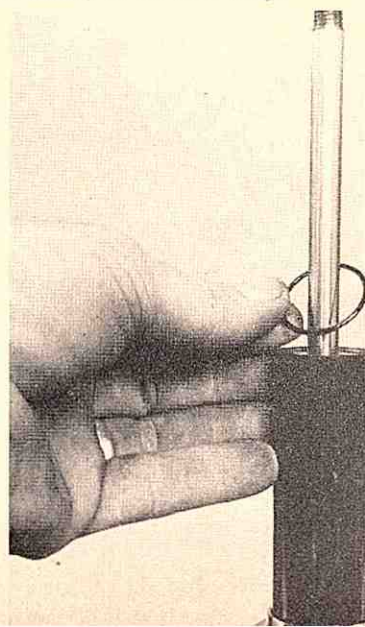
5. If you do not wish to purchase a tool to disassemble the unit, you can make one as I did. Just use a piece of strap metal with a hole drilled to take the shaft. Drill two small holes for an interference fit for the two pins on 1 1/16-inch centers and you have a tool. I used two old roller bearings for the pins.

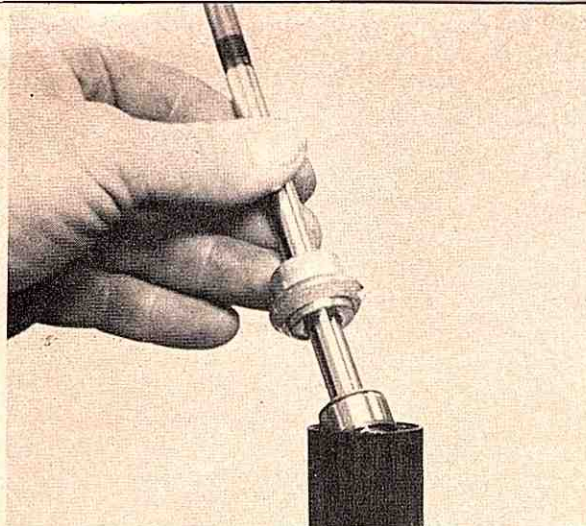


6. Your homemade tool is slipped over the shaft and the pins drop into the slots on the cap. Hold the tool firmly and unthread the cap and remove it. Retain this part because it will be used again.

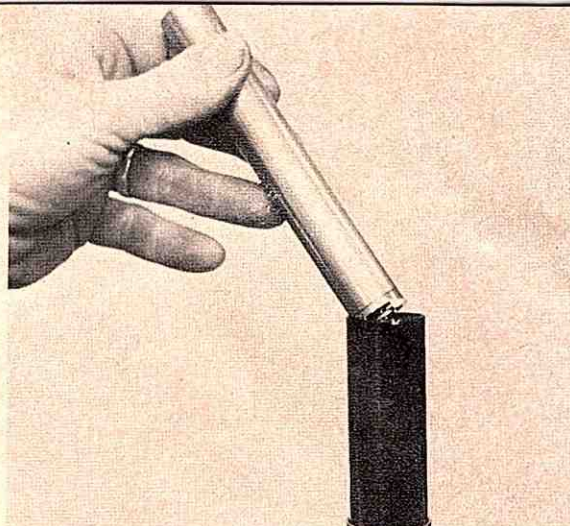


7. Use care in removing this small O-ring; it too will be used again. If you cannot get the specs on how much oil to put in the shock, have a container handy to catch all that is in the shock so you can measure it. Although there will be some loss if the shock has been leaking, by measuring both of them it will put you somewhere in the ballpark, which is usually in the 50cc range.

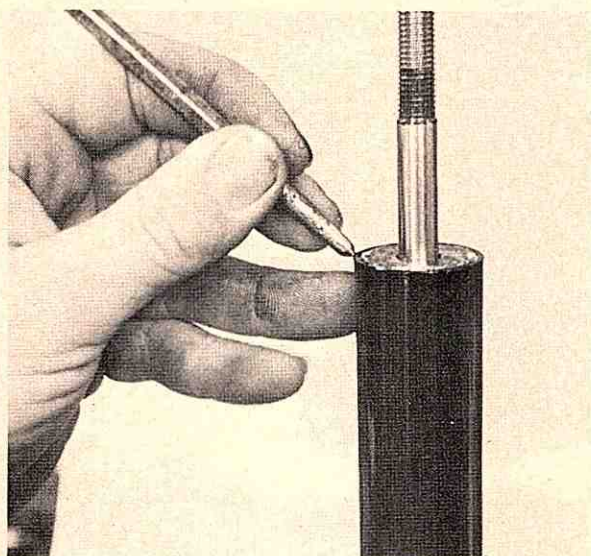




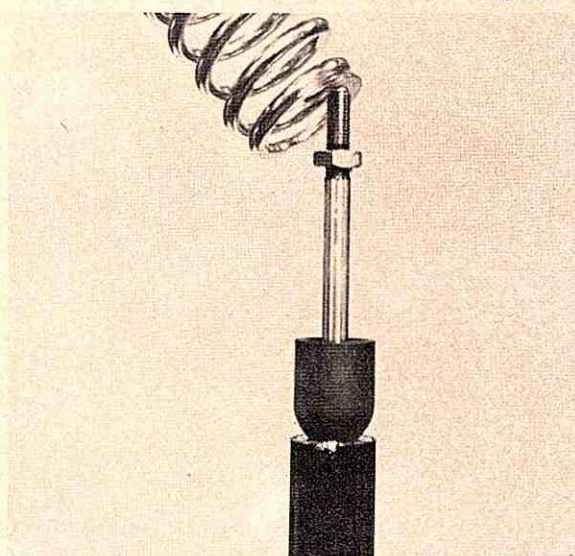
8. The dampener unit can now be removed. This is the main component to be replaced. Remove it slowly to avoid spilling the shock oil on everything. Holding the tube in with your finger, drain the oil into your container.



9. The dampener tube may now be removed. This is what you must keep from falling out when you drain the oil. If you have not drained the oil yet, use care in removing it as most of the shock oil will be retained in it. Empty any further oil that may be in the unit and clean the tube and the shock thoroughly.



12. Tighten the lock ring down as tight as you can, using the pin wrench or whatever tool you may have. Using a small punch, dimple the metal of the body into the pin holes as it was before. This acts as a lock so that there is no chance of it coming loose. If it were to come loose, the whole shock would just fall apart.



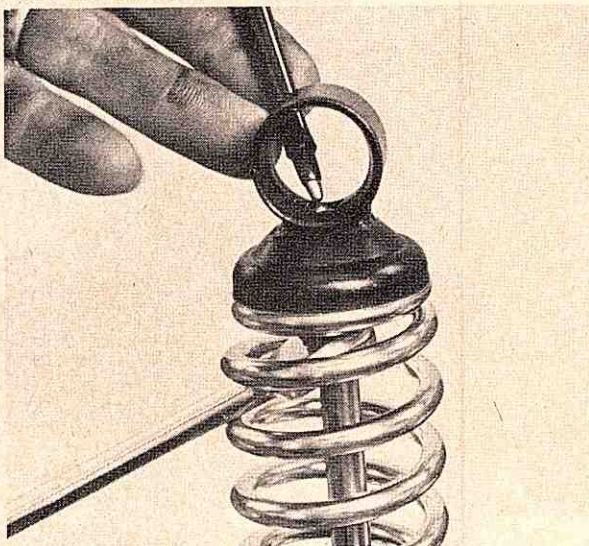
13. Install the rubber snubber and the lock nut on the shaft as shown. Pull the shaft up as far as it will go and install the spring and the small top spring collar. If you have contemplated changing springs now is the time to do it.

Rebuilding the Mavrick Rear Shock

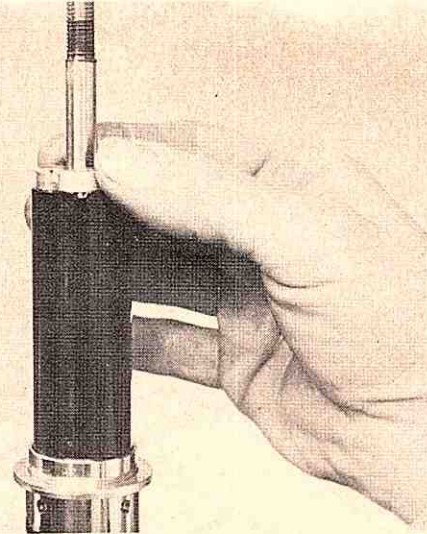
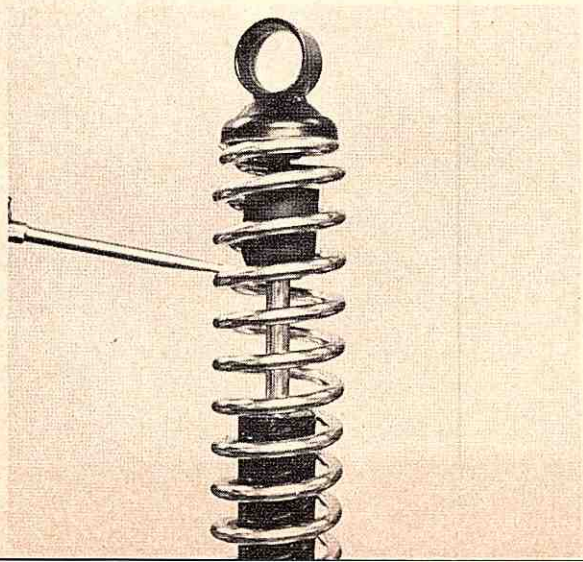


10. After cleaning the units, insert the dampener tube and refill with new, clean shock fluid such as McKay's as shown here. This is available in most auto parts stores.

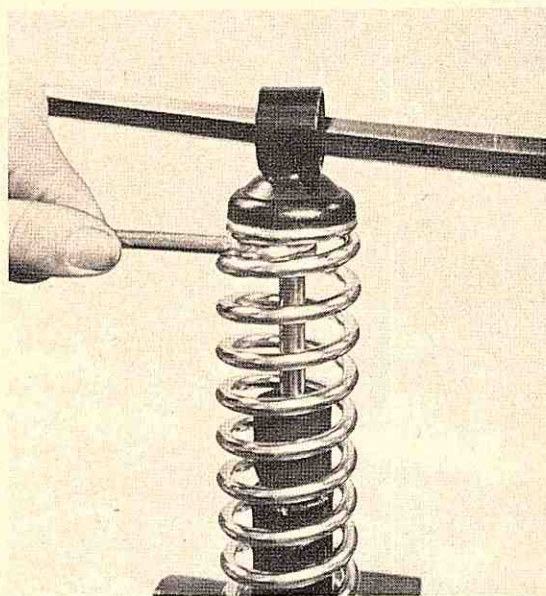
If you do not insert the dampener tube in the unit before pouring the oil, the oil will overflow when the tube is inserted and you will have to start over again.



14. Again holding the 17mm wrench on the lock nut, the top section may be screwed down by hand. Take care that you do not thread it down too far so that the shaft protrudes into the mounting eyelet as pointed out by the ball point pen.



11. Install the new dampener unit very slowly into the dampener tube and bottom it completely. Install the thin O-ring and then thread the lock ring down into the body as shown. Thread this lock ring down as far as you can by hand to insure that it is not cross-threaded



15. Using the 17mm wrench and the lever bar, lock the nut into the top piece firmly. This is also important, because the center shaft could loosen under use and allow the shock to come apart, which could be disastrous.

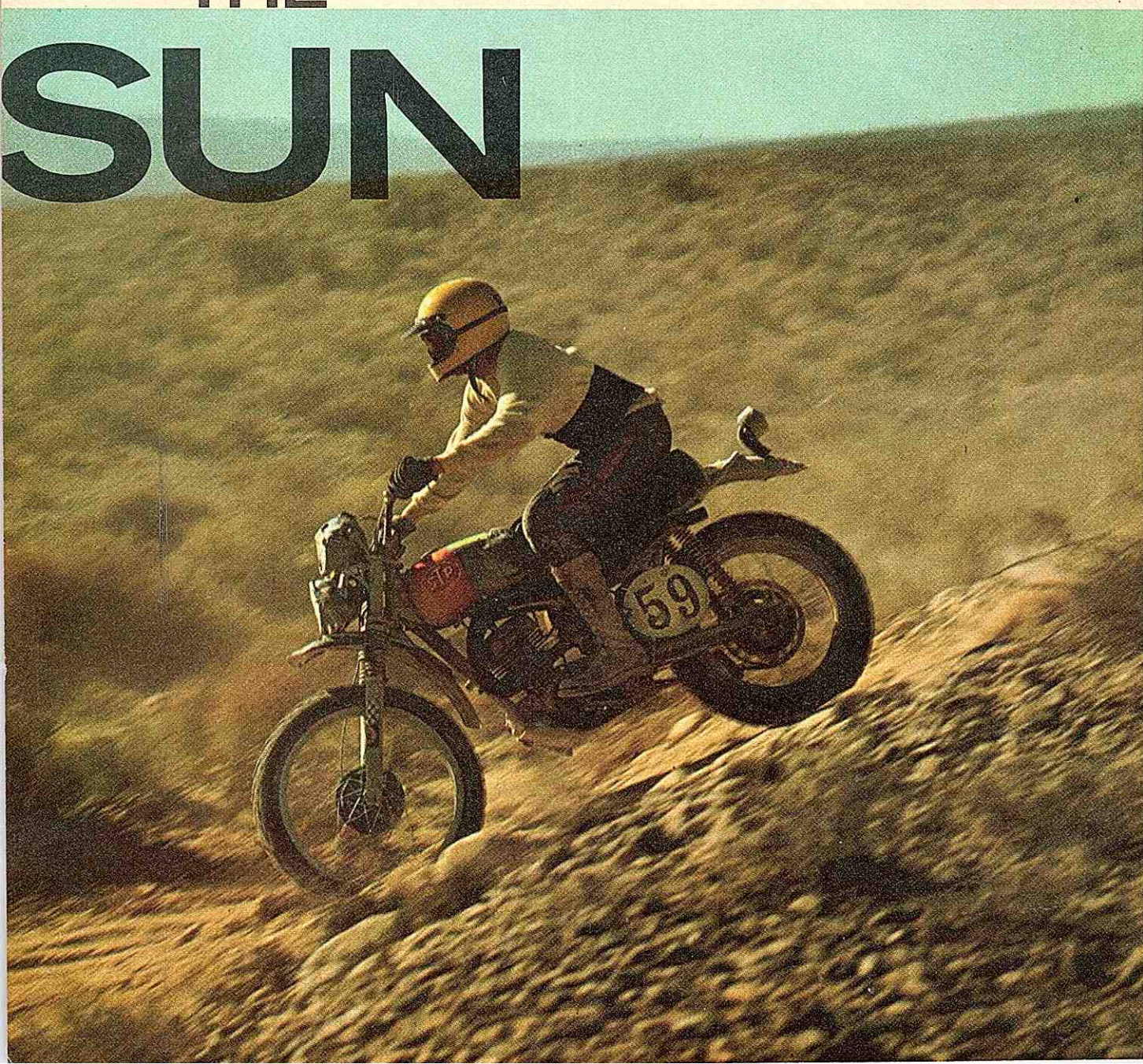
16. Finally, lever the buffer rubber up around the nut and insert the new mounting rubbers and sleeves into the mounting eyelets. Repeat this process on the other shock, and you are ready to roll with a new set of shocks.

A PHOTOGRAPHER'S
NOTEBOOK OF
DESERT RACING

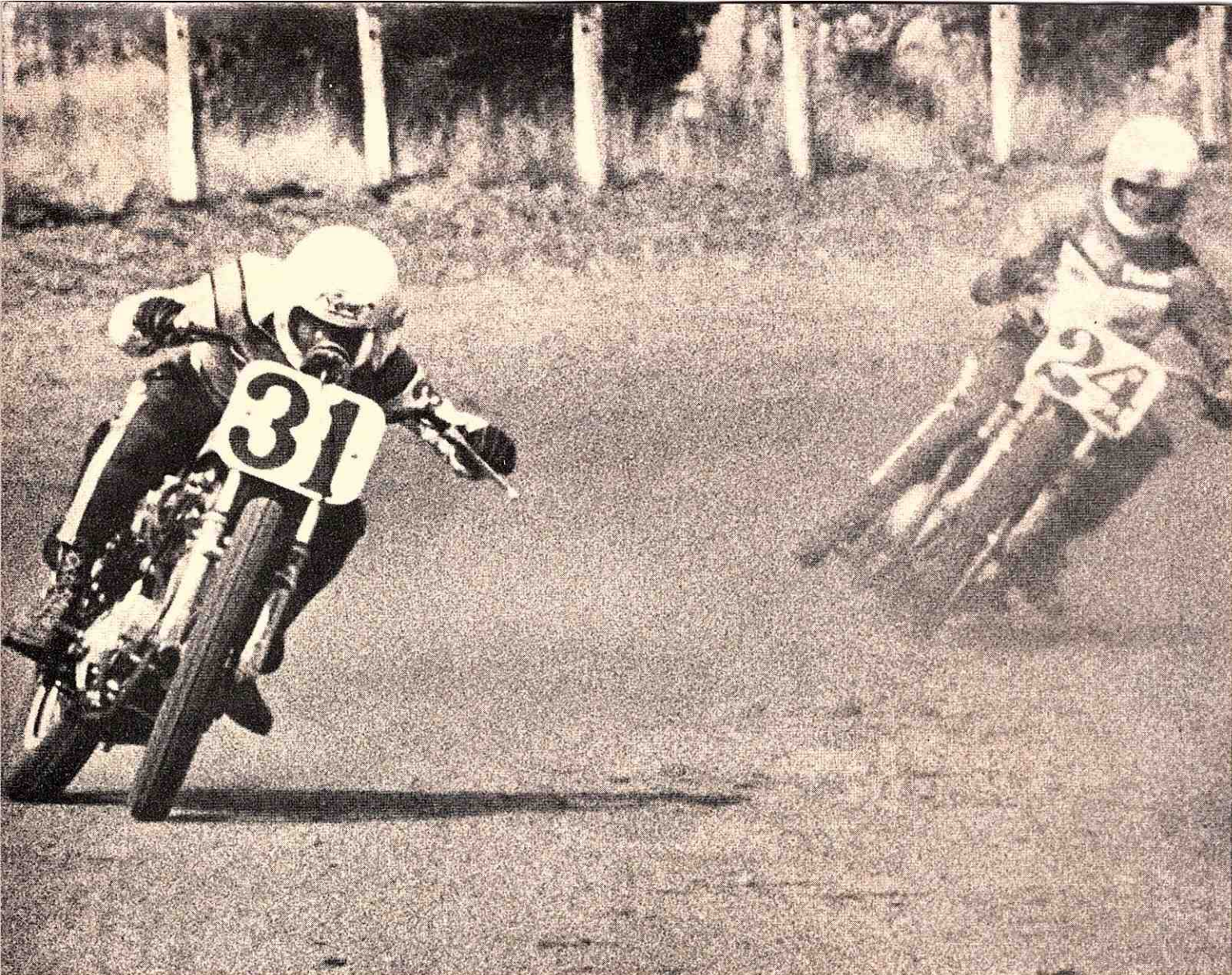


BY DAVID GOOLEY

RACERS IN THE SUN







SAN JOSE

Privateer Rice wins his

■ There were plenty of long faces around when fans and riders heard that the track at Sacramento would be no more. The exciting "Miles" held there over the years had been some of the best races ever seen anywhere, and even decided the National Champion in 1970. With the Sacto track out of the picture, the AMA National Championship calendar was left with a tremendous void, and a replacement

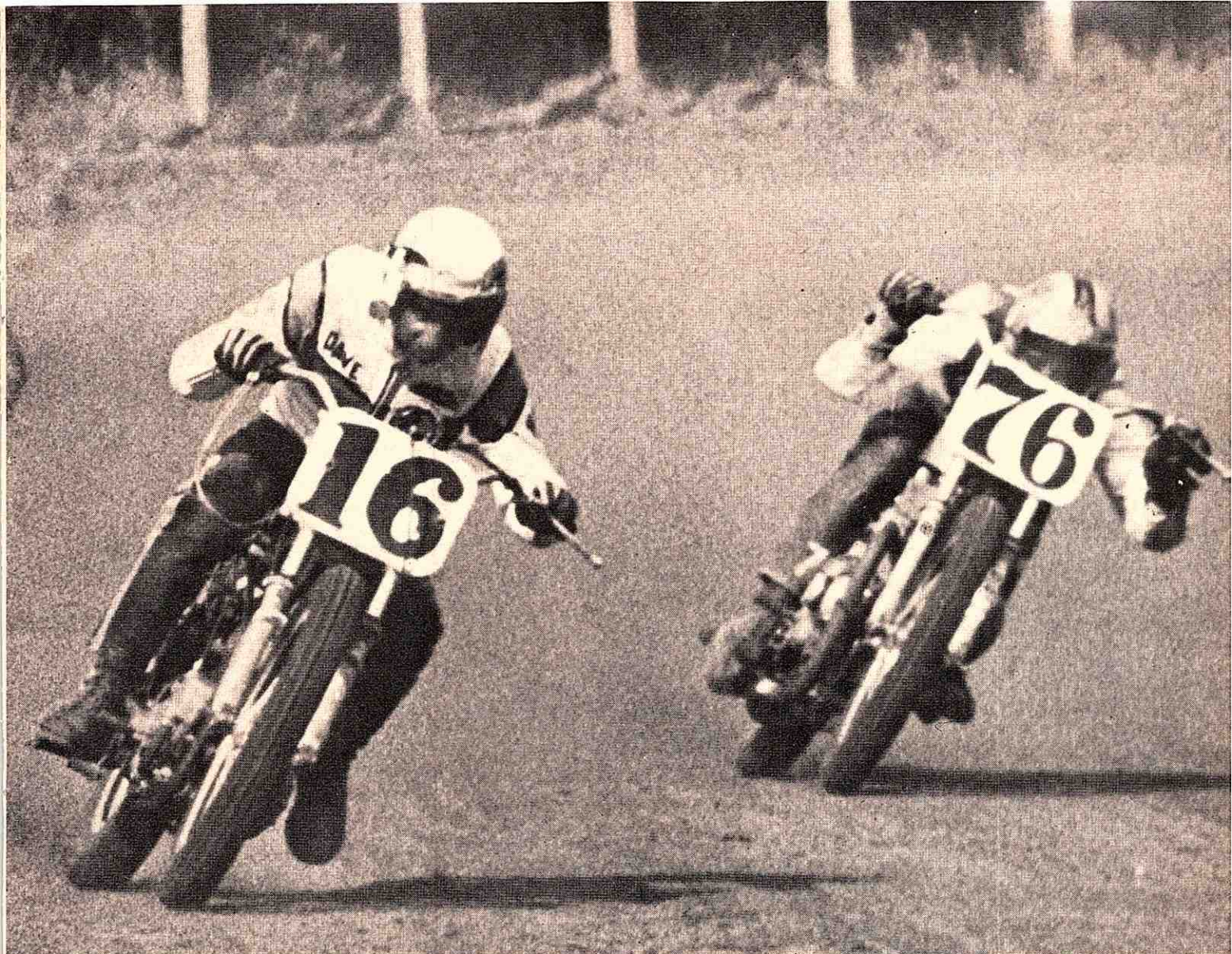
was sorely needed. That's how the fans and riders felt, anyway.

Well, a replacement is what they got, and a good one at that. The fairgrounds at San Jose would be converted to allow a mile oval, surrounding the existing half-mile track. To do it, the fairgrounds people had to convert some parking area and shape up the mile track, which hadn't been used since 1957. It took a lot of hard

work, but in the end they had a perfect place to hold a mile national.

As expected, riders turned out in force, and the only big names missing were Gary Nixon and Dave Smith. Everyone else was at San Jose, including the nation's top two first year experts, Ken Roberts and Gary Scott.

Qualifying and time trials started just as the sellout crowd was settling in their seats. The new aluminum Harley



MILE

second big one of the season

XR's were every bit as impressive as they were at the Colorado Springs Mile, and "back on the groove" Mert Lawwill zipped into the top spot with a quick 39.90 lap. His teammate, Cal Rayborn, was right behind in the second slot with a 39.95.

Super-rookie Gary Scott, who was out looking for his first National win as an Expert, broke up the 1-2-3 Harley

qualifying sweep by sticking his City Cycle Center Triumph into third spot with a 40.17. He later turned the fastest lap of the entire meet during his heat race, a scorching 39.63. Dave Sehl (H-D) and Tom Rockwood (Triumph) rounded out the top five.

Two riders who were sure bets for spots in the top ten qualifying positions had problems and didn't live up to expectations. Jim Rice, the even-

tual winner, almost didn't make it into the program when he picked a groove that had just been watered and ran a 41.99. The National Point Leader, Ken Roberts, complained that his Yamaha 750 was down on power and proved his point by qualifying with a slow 41.06, nearly a second off rival Scott's time.

The Junior riders were nearly as impressive as the Experts, and the best in the country were at San Jose to contest

SAN JOSE MILE



Cal Rayborn reads a plug while trying to get his new Harley into peak form. Cal later blew his engine during the race.

Roberts, Sehl, Mann and Palmgren early in the final. Notice Palmgren's front wheel; he was having bad handling problems.

the Mile. Steven Droste, the guy that used to make a habit out of jumping cars, has put all his talent in a better direction and is one of the most promising riders in the country. He won the Junior Main at the Colorado Mile, so naturally everyone had their eyes on him at San Jose. During his qualifying laps the Yamaha blew, ending his hopes for the day.

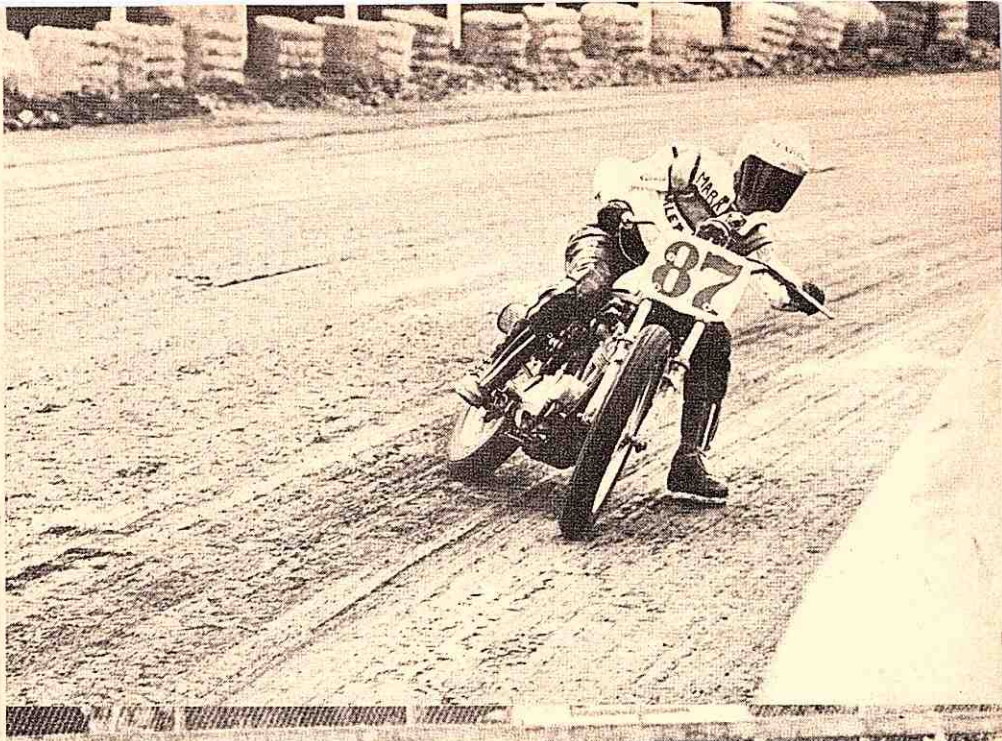
Jim Rawls took over from that point and made himself fast Junior qualifier. He then had a battle royal with Scott Brelsford's Harley in the first heat, which Brelsford won on the last lap. Rex Barratt took the second head and all seemed to think that the Junior Main just had to be a scorcher after watching the preliminaries.

It could have been any one of a number of Juniors into the winner's circle; it was that close. One of the more consistent riders in the Junior division was Ivan Shigemasa. His chances were ruined by — of all things — his shoulder. A previous injury caused it to pop out of joint every time he hit a hole, and he dropped out of the Main on the first lap because of it. No doubt he would have done well.

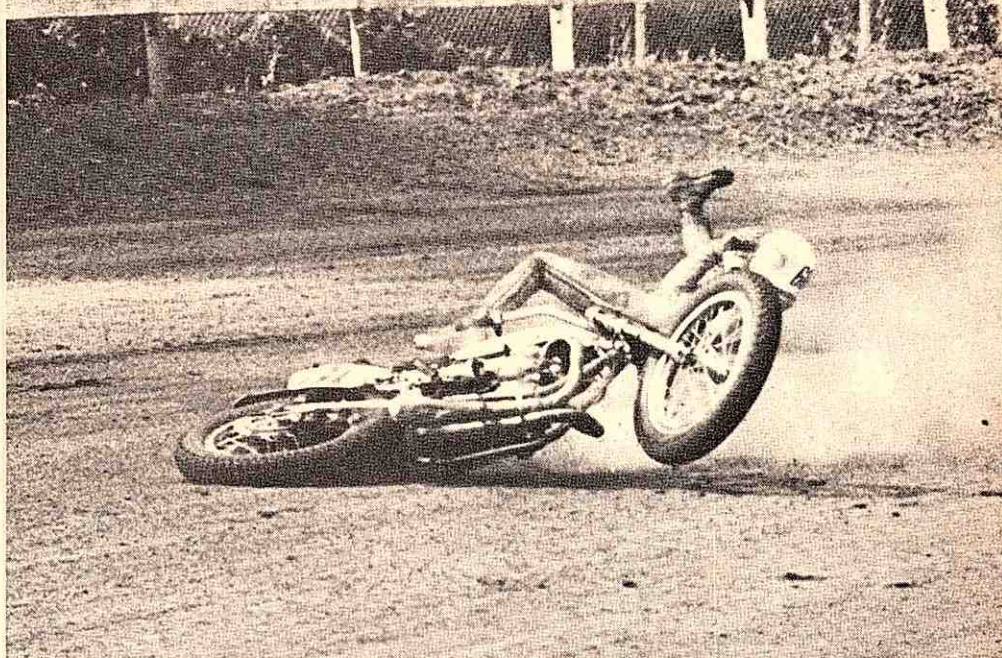
Meanwhile, Brelsford shot to an immediate lead on his factory Harley. Right behind was Steve Nichols



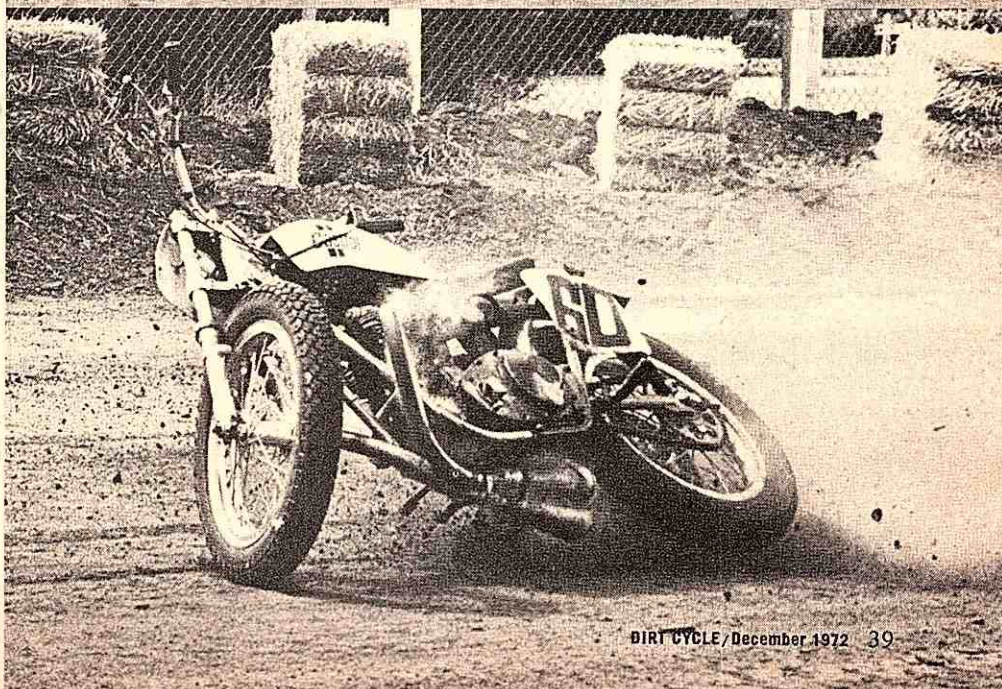
Mark Brelsford leading the Semi and showing very good form. Mark was hungry for a win but pulled a blooper when he mistook the white for the checkered and pulled in a lap early.



Chuck Joyner parts company with his BSA after the primary chain broke, locking up the engine.



Joyner's machine continues to tumble after a 120 mph slide.



SAN JOSE MILE

(Triumph) and Jim Rawls (Yamaha). Clumped together a little further back were Barratt, Tom White (on an absolutely sanitary Red Line Framed Triumph), Tom Horton, and Astrodome winner Joe Brown. As the laps wore on the track really started getting dusty.

Nichols blew on lap four and Brelsford was in the clear from then on. The attrition rate kept right on climbing, and next to drop from the battle was Joe Brown, followed by Brian LaPlante.

Tom Horton was doing a beautiful job of motoring through traffic, only to have his Triumph let go on the last lap. He had worked his way up to second place. . . what a letdown! Barratt then took over Horton's spot and Rawls kept third, with Larry Gino and

Tom White finishing fourth and fifth. The younger Brelsford had just the combination he needed to win his first National of the season. He certainly wasn't down on horsepower.

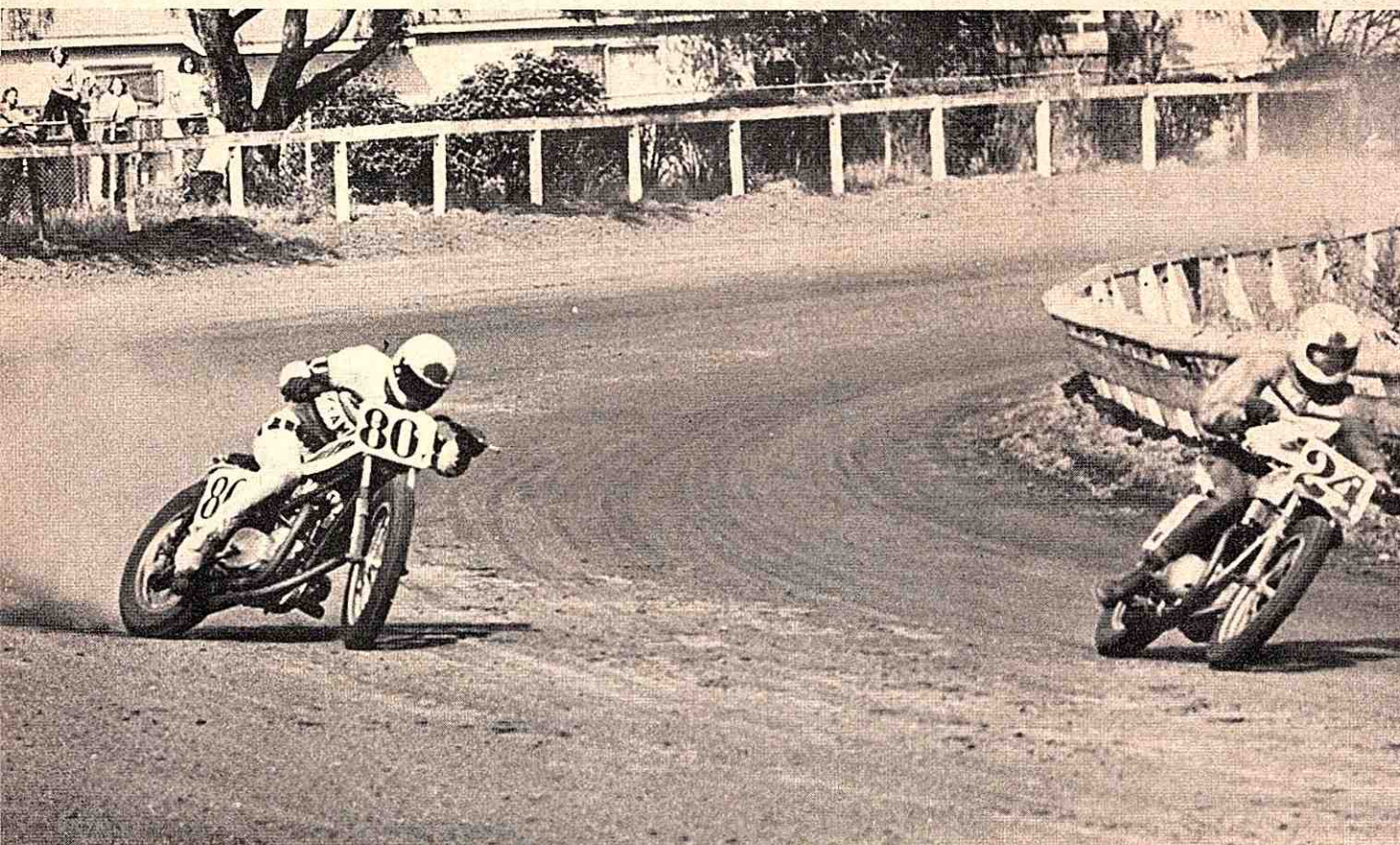
When the Experts came to the line for their heats the crowd was ready for the Milwaukee V-twins to run away with the show. Mark Brelsford got the jump on the pack and had teammate Dave Sehl right on his tail. Mark was one of the most stylish riders on the track, with full-lock, feet-up slides. You can tell he enjoys the mile.

Sehl was having none of second place, however, and worked by Brelsford on the third lap. Roberts, Palmgren and Gillespie also began closing. Ten laps is a long way on a mile track and for some reason Brelsford started to fade. By lap ten

Sehl had put himself in the main, but his teammates Lawwill and Brelsford were going to have to find a way in via the Semi. Roberts, Palmgren, Gillespie and Hateley had secured starting spots in the Main also. Roberts said afterwards, "I sure wish I had some horsepower. I'm getting tired of doing all my passing in the corners. For once I'd like to blow by a Harley on the straight."

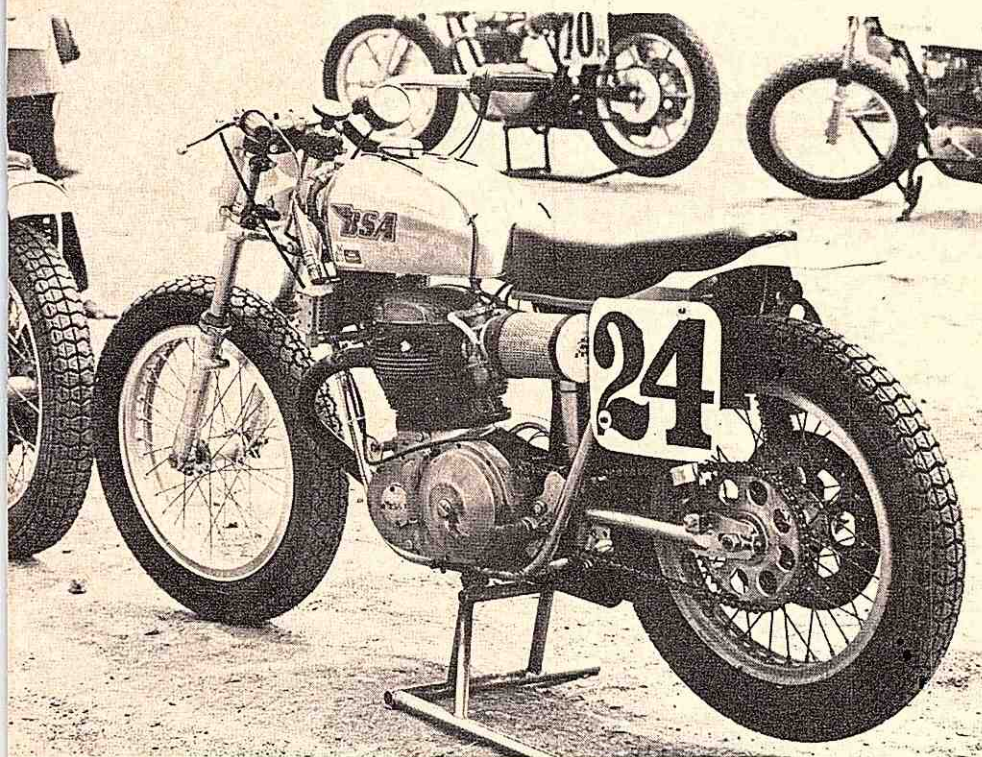
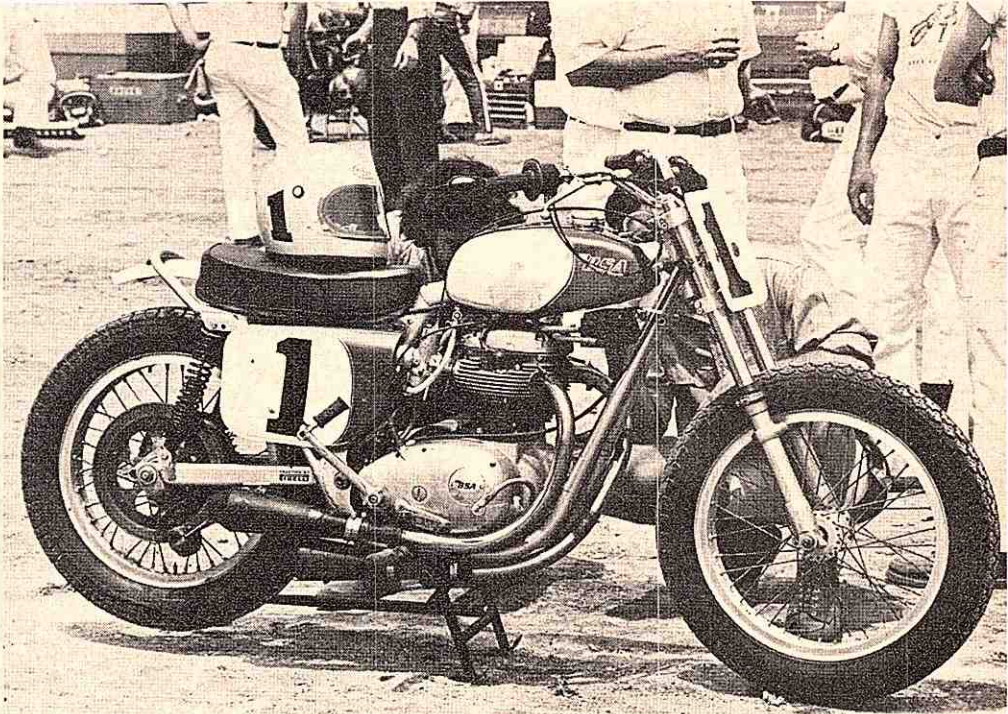
The second Expert heat was the slowest of the three, and Harley threat Cal Rayborn dropped out with ignition problems after leading. Jim Rice took over first halfway through the race and held to win it. Right behind were National Champion Dick Mann and an on-form Tom Rockwood.

(Continued on page 56)



Last turn of the last lap. Jim Rice sticks to his inside groove and hangs on to edge out a hard-charging Kenny Roberts. And Rice did it all with a badly injured shoulder.

Dick Mann's BSA was good enough for a solid third-place finish.



The winning machine — Jim Rice's 750 BSA, ridden to victory over the last and hardest miles with one hand!

EXPERT MAIN OFFICIAL RESULTS

1 Jim Rice (BSA), 2 Kenny Roberts (Yamaha), 3 Dick Mann (BSA), 4 Rex Beauchamp (Harley-Davidson), 5 Chuck Palmgren (Yamaha), 6 Gene Romero (Triumph), 7 John Hateley (Triumph), 8 Mark Williams (Triumph), 9 Mert Lawwill (Harley-Davidson), 10 Dave Aldana (Norton), 11 Tom Rockwood (Triumph), 12 Tod Sloan (Triumph), 13 Dave Sehl (Harley-Davidson), 14 Eddie Mulder (Norton), 15 Dave Hansen (Triumph), 16 Eddie Wirth (Yamaha), 17 Gary Scott (Triumph), 18 Frank Gillespie (Norton), 19 Ron Moore (Triumph), 20 Don Castro (Triumph).

Winner's time: 17m 03.74s (25 laps).

JUNIOR MAIN OFFICIAL RESULTS

1 Scott Brelsford (Harley-Davidson), 2 Rex Barratt (Triumph), 3 Jim Rawls (Yamaha), 4 Larry Gino (Triumph), 5 Tom White (Triumph), 6 Matt Falconer (Triumph), 7 Tom Horton (Triumph), 8 Gary Caldwell (BSA), 9 Brian LaPlante (Triumph), 10 Joe Brown (Yamaha), 11 Steve Nichols (Triumph), 12 Ivan Shigemasa (Triumph).

Winner's time: 9m 41.50s (14 laps).

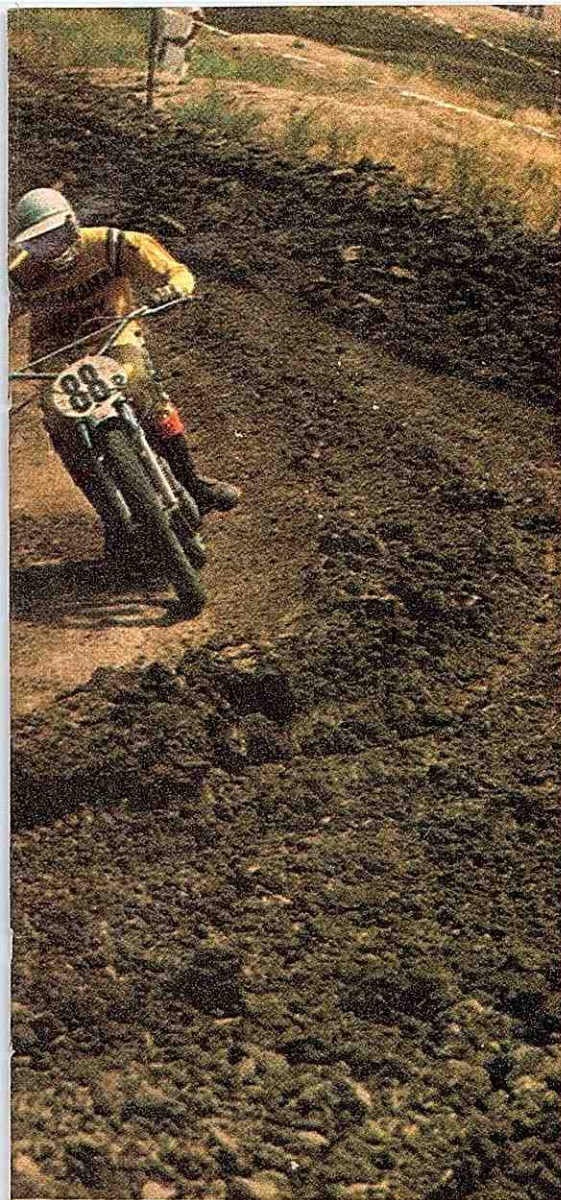
U.S. CUP

MOTOCROSS SE

Brad Lackey
and Kawasaki
sweep nationals

BY RANDY RIGGS





■ Kawasaki was the last brand anyone expected to wind up on the result sheets of the U.S. Cup Motocross Series, much less walk off with the whole ball of wax. But, that's exactly what happened at each one of the series' three events, held at Sacramento's Cal Expo in Northern California, and Saddleback Park and Carlsbad in Southern California.

It was a young, long-haired California rider that did the deed on a special prototype works Kawasaki, and he did it with a style that few could match. Brad Lackey was the rider, and the bike was a piston-port model that was at first rumored to be 490cc, but later was reputed to be more in the neighborhood of 401cc. Whatever the size, the bike was a jet and handled besides, and the series belonged to it.



RIES

U.S. MOTOCROSS SERIES



The Jones boys talk things over with John DeSoto in the pits prior to race time.

The jumping Super Joe started the weekend off at Sacramento with a leap of 148 feet, but with a bad fall at the same time. Needless to say, Super Joe wasn't up to jumping on Sunday, since he had suffered a broken wrist, a few broken ribs, and a broken collarbone in the fall. Even though the fans didn't get to see Super Joe on Sunday, they didn't go home disappointed. The thrilling motocross they saw that afternoon more than made up for his non appearance. They had come for some excitement and that's what they got. Just a look at the names in the program had them all buzzing.

Entries in the 250 class consisted of top stars like John DeSoto on a new CZ, Yamaha factory rider DeWayne Jones, Daytona and Snake River Motocross winner Jim Weinert, Gunnar Lindstrom, Peter Lamppu, even Grand National Champion Dick Mann was riding, much to the delight of many. They were all out for a share of the \$2,000 purse.

DeSoto grabbed the lead only to break down on the second lap of the first moto with his new machine and was out for the rest of the day. Lamppu took over and held only for a short time when Lindstrom and Weinert sneaked past, and they finished the first moto in that order.

It was Weinert's turn to lead during the second moto but he spilled and allowed Lamppu to win with Lindstrom second. Lindstrom scored a runaway in the third and final moto to get the overall win with Lamppu and Weinert taking second and third respectively for the day. Lindstrom was on a Husky, Lamppu on a Montesa, and Weinert rode a Yamaha.

The open class promised to be a scorcher with Brad Lackey and Gary Jones both mounted on factory bikes. Lackey's experimental Kawasaki looked promising but no one knew how it would do against Jones' rapid Yamaha. Gary got his usual quick start and led for about half the race with Lackey right on his tail. Then he overdid it and crashed, but was up and running immediately. He was catching the Kawasaki, now in the lead, when it

DeSoto swapped his CZ for a prototype Kawasaki for the second and third races in the series, then giving Lackey his only real competition.



spilled, giving Jones and the Yamaha the win. Lackey was up as quick as a bunny and got second ahead of Jim Cooke on another Kawasaki.

Second moto time and it was Jones and Lackey again, with Brad holding the Yamaha speedster off for the victory, and Rich Thorwaldson holding on to a third.

The factory Yamaha had a brake cable snap in the third moto, keeping it out of a high finishing position. Lackey again scored a victory to cinch the overall win for the day. Rob Norgaard on a Husky got second overall with Jim Cooke in for third. Kawasaki's one-three finish was a big surprise and made the riders anxious for the following week's event at Saddleback Park.

Some people were saying the Kawasaki win was a fluke and the race at Saddleback would prove it. Boy, were they ever wrong! Not only did they have the incredibly smooth Lackey back for the second event in the series, but had signed Joe DeSoto as well, to give the team a one-two punch. Not only did that combination look good on paper, but in the first moto on the tricky Saddleback course as well, where Lackey and DeSoto finished one-two! Gary Jones kept Yamaha in the fray with a third, after leading for a time.

Machine problems stopped both DeSoto and Jones in the second moto, while Lackey was out doing his thing. This left it open for Jim Cooke to finish second, with Bob Hershey on a CZ in third.



Gunnar Lindstrom, top East coast motocrosser, kept Husqvarna well ahead of the 250 competition in the first race of the series at Sacramento.

The flying Hawaiian got his machine together in time for the last race in the open class, but Jones was out for the second week in a row. The final moto really made the Kawasaki people walk around with their thumbs under their armpits as the brand finished one-two-three. This time DeSoto got a well deserved win with Lackey second and Cooke third, Lackey again taking the overall victory.

The 250 class had no particular rider in domination, with Bultaco gaining a win in the hands of Jim Pomeroy, who got two seconds and a fourth. The previous week's victor, Gunnar Lindstrom, finished second today with Bill Cook in for third. Favorite Jim Weinert broke a wheel and finished out of the running. Another potential winner, Pater Lamppu, crashed hard and quit because of arm injuries. Lindstrom, Runyard, and Rapp won one each of the three motos.

Heat was the order of the day at Carlsbad, where the series was to conclude. The now-feared Kawasaki duo, Lackey and DeSoto, were out to score a sweep of the series for the Kawasaki brand. Wasting no time, DeSoto grabbed a big lead in the first moto while teammate Lackey was hung up in traffic. Toward the end, though, Lackey was moving, and no one knew who would get to the checkered first. Behind them a very steady Gary Harris was holding third on his Husqvarna. Only a bike length separated DeSoto and Lackey at the first moto finish line, but it was DeSoto's win. Harris held on for third.

The second moto was a repeat of the first, another Lackey/DeSoto duel. Other riders seemed so outclassed it was almost a joke, and both riders proved it when they started waving to each other and playing games. Just at the finish DeSoto let Lackey go by to take the win, much to the amazement of a shocked crowd.

Ol John wasn't up to toying with Lackey in the final round, he was visibly tired, but not tired enough to give away second place. DeSoto had just returned from a trip to the East, and hadn't gotten enough shut-eye.

Lackey's win gave him an unprecedented sweep of the series, and Jim Cooke rode to third behind DeSoto, to give Kawasaki another first-three-places victory. Cooke's machine wasn't like the factory specials. His was a 350 Bighorn-based job in a trick frame, and it went well.

Gary Jones raced in the 250 event when Jim Weinert and his brother DeWayne were sidelined with injuries. He tried a brand new titanium 250 Yamaha that sported quite a few innovations, like rear shock fluid coolers and styrofoam rim liners to prevent mud buildup.

The 250 races were a nice change from the Lackey/DeSoto procession. At last the fans had some excitement. Pomeroy led the start but Jones got by a lap later. Pomeroy again took over when Jones' bike had rear brake trouble. Later in the race Pomeroy's Bul tangled with a slower rider and Jones again took the lead.

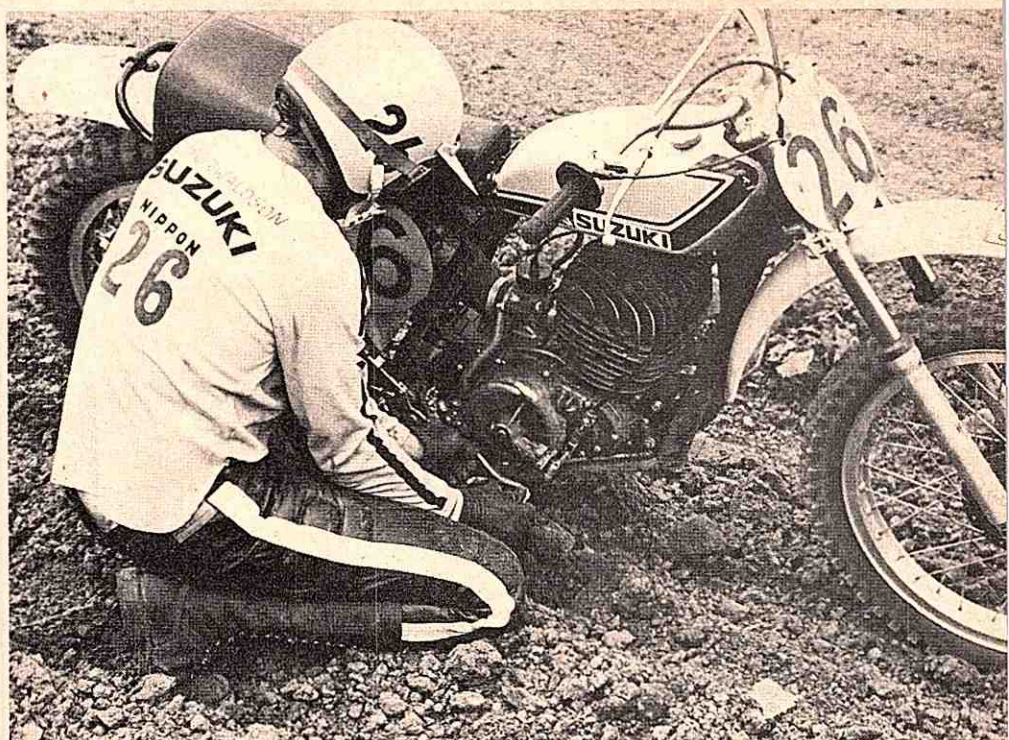


Lackey and the piston-port "works" Kawasaki — an awesome combination that teamed up to win all races in the series.



Daytona motocross winner, Jim Weinert, cuts a corner as he pushes his Yamaha hard into a turn.

Rich Thorwaldson attempts to replace his Suzuki's shift lever to return to the fray.



Pomeroy repassed him and took the win, with Runyard in for a solid third.

Runyard was really hot in the second moto, and took his Montesa to the lead on lap one and never relinquished it. Gary Jones followed him around for second, with Dick Eirstedt on a Maico in for third.

Jones put everything together in the final moto, got a

comfortable edge at the start and led the entire race. Runyard was again second, with Eirstedt third. Pomeroy, the early threat, failed to finish in both the second and third motos, which put him well out of the final tally. Jones got the top position in the 250's for the day, a nice change from the setbacks he suffered the two previous weekends.

RESULTS

SACRAMENTO CAL-EXPO

500 Class	1 st-Brad Lackey	Kawasaki
	2 nd-Rob Norgaard	Husqvarna
	3 rd-Jim Cooke	Kawasaki
250 Class	1 st-Gunnar Lindstrom	Husqvarna
	2 nd-Peter Lamppu	Montesa
	3 rd-Jim Weinert	Yamaha

SADDLEBACK PARK

500 Class	1 st-Brad Lackey	Kawasaki
	2nd-Jim Cooke	Kawasaki
	3 rd-Jim Wilson	CZ
250 Class	1 st-Jim Pomeroy	Bultaco
	2 nd-Gunnar Lindstrom	Husqvarna
	3 rd-Bill Cook	Maico

CARLSBAD

500 Class	1 st-Brad Lackey	Kawasaki
	2 nd-John DeSoto	Kawasaki
	3 rd-Jim Cooke	Kawasaki
250 Class	1 st-Gary Jones	Yamaha
	2 nd-Mike Runyard	Montesa
	3 rd-Dick Eirstedt	Maico

Waterproofing Your Ignition System

BY PHIL TANK

■ One of the latest products on the market for waterproofing your ignition is called LPS. While this product has been used for quite some time by the U.S. Government, it is fairly new in the motorcycle world. Perhaps its late arrival is due to the fact that most motorcycle riders tend to be a little skeptical toward something new that does such a good job of eliminating an age-old problem.

I will admit that I was doubtful when the salesman told me that I could spray it on a magneto and then squirt water on it and it would still start. A skeptic myself, I took him up on this statement and figured I'd give it a try.

Actually, LPS makes three different types of this stuff, they are number 1, 2 and 3. For ignition purposes, No. 1 is the one you want to use; the other two leave an oily base that protects metal from the elements for long periods of time, but is not too good for our application. No. 1 is a di-

electric, and contacts sprayed with LPS No. 1 will have a soft, dry film on the contacts, but this will not impede the transmission of signals, even of micro-wave strength. When the contacts engage, the film separates, allowing 100 per cent conductivity. When the contacts separate, the polar molecular action of the film re-covers the surface of the contacts.

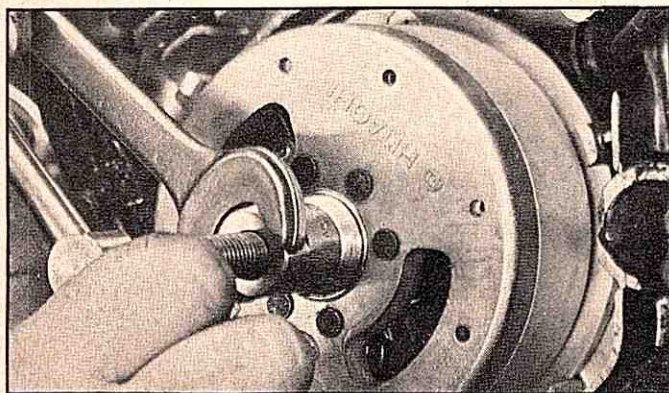
For my experiment, I used a 175cc Yamaha CT-1 Enduro. The following pictures tell the story of my experiment. One bit of advice that was passed on to me by the distributors (Austin & Graydon, 13705 Paramount Blvd., South Gate, Calif.): if you think you are going to be running through a lot of water, it is best to spray the ignition assembly the night before and let it dry and set up overnight. Other than this, there were no other special instructions. The accompanying photos speak for themselves.

1 This is the can of magic potion that is going to do all sorts of fantastic things.

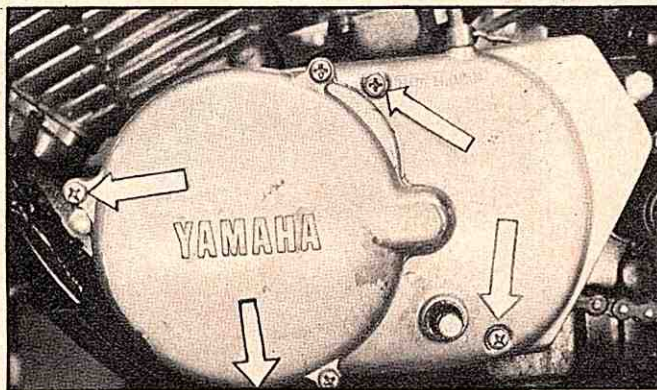
It comes with a long tube to reach into the hard-to-get-at areas. Wanting to give it as fair a test as possible, I decided to strip out the electrics and give them a good soaking.



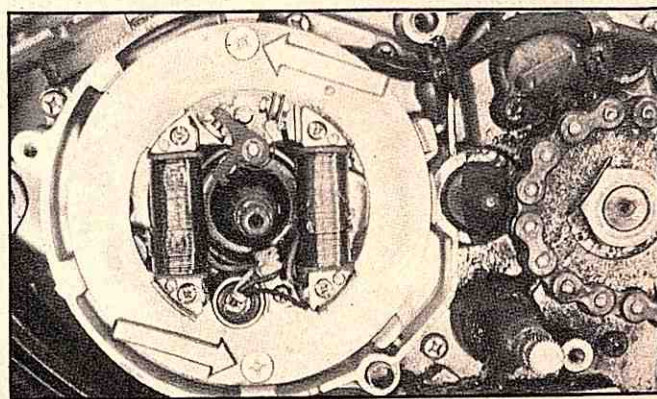
3 Remove the 19mm flywheel nut, lock washer and plain washer, and install the special flywheel puller as shown. Do not attempt to remove the flywheel without this special tool or you will damage the flywheel.



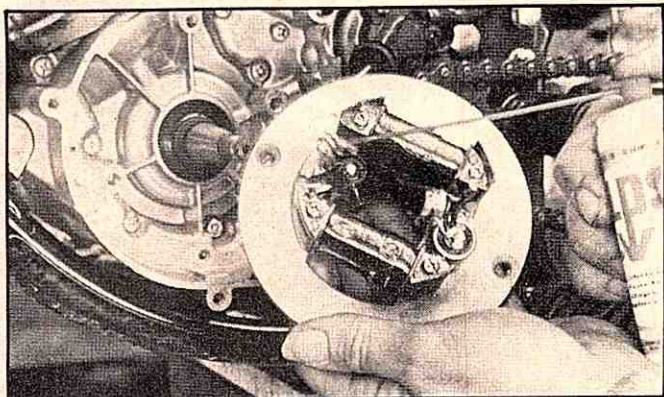
2 Remove the shift lever and take out the four screws (arrows) that secure the side cover. The other two screws merely hold the inspection cover and may be left in place when the side cover is removed.



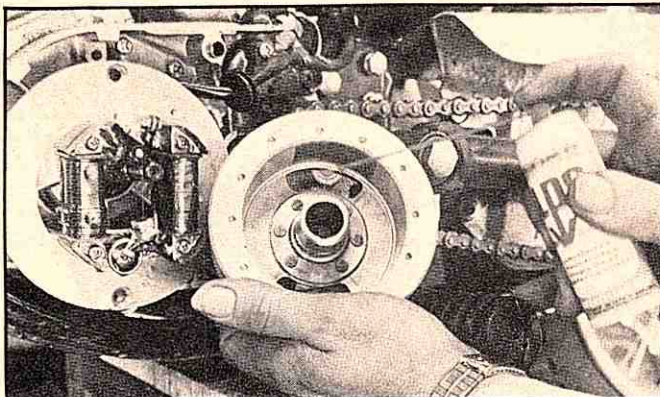
4 Clean the contact area of all grease and dirt and make sure the contact points are in good shape. If they are rough or pitted, replace them. Next, remove the two screws (arrows), secure the backing plate to the engine and pull it away so you will be able to get at both sides with the spray.



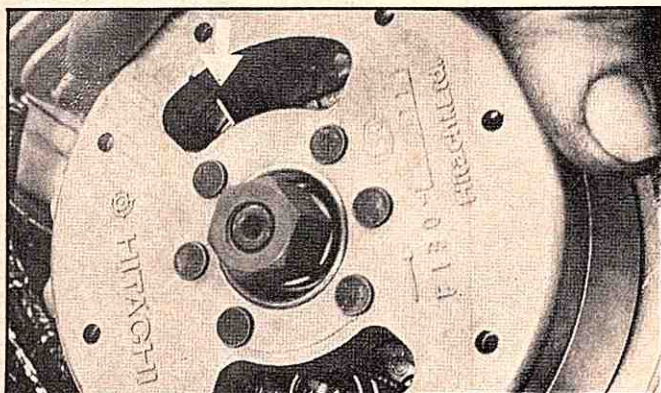
Nothing can put you out of action quicker than water-soaked electrics. Here's how to make sure that doesn't happen.



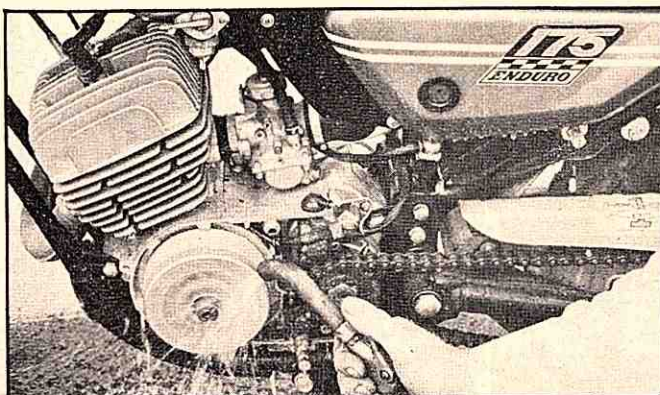
5 With the plate away from the engine, you can thoroughly spray the electrics. Saturate them well with the spray; open the contacts and give them a generous coating.



6 Since it is also a rust preventive, clean the inside of the flywheel and coat it also. Now it must be set aside to dry overnight. The distributor said this is not really necessary, but it is recommended.

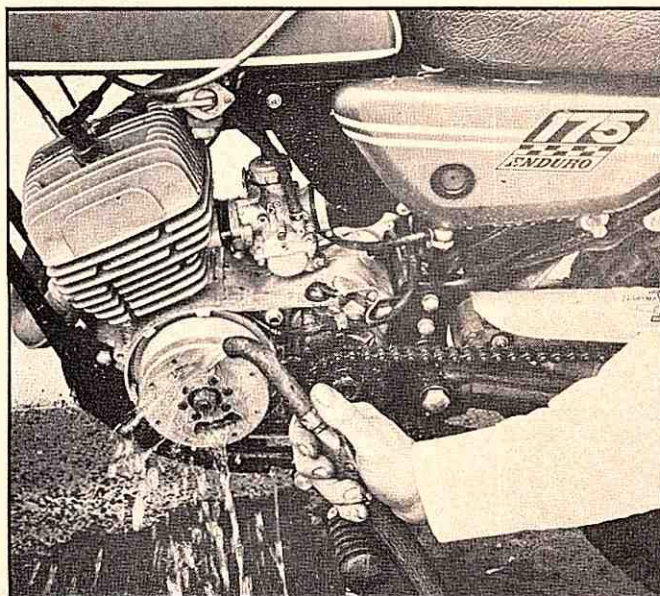


7 After allowing it to dry overnight, replace the backing plate and flywheel. Adjust the ignition timing so that the contacts just break as the mark on the flywheel and the stationary pointer on the backing plate line up.



8 I took it out to the water hose and ran water over and into the magneto assembly for about a minute. The distributor claims that the only way to wash it off is with detergent.

9 Here's the proof of the pudding that made a believer out of me. It started on the first kick and kept right on running as I directed the stream of water on it for about a minute. I then shut the engine off, and after letting it sit for a few minutes it again fired off on the first kick. The distributor also claims that one spraying will last for many dunkings, but if you want my advice I would recommend that you do it every time you go out where you might run into water. Better safe than sorry.





SUZUKI

185 SIERRA

ROAD TEST

Small in size, but big in power

■ The gap between 125 and 250 dual-purpose machines is a hard one to fill. The manufacturer must decide to design his machine to include the best features of the 125 (light weight, nimble handling, low cost) along with the desirable qualities of a 250 (lots of power and torque). This "in-between" sized motorcycle can make an owner very happy if it's been done properly, and Suzuki's Sierra fills the bill.

Starting with the basics of their off-road 125 model, such as the frame, Suzuki was off to a good beginning. They needed only to refine here and strengthen there so that the once 125 could accept the now more powerful new 183cc engine unit. But don't get the wrong idea. The 185 Suzuki may have borrowed some items from the smaller 125, but it's an altogether different motorcycle to ride and enjoy. It's got a personality all its own.

The frame, taken from the 125 Duster, has been strengthened and reinforced in areas of stress created by the new engine. A single toptube and downtube join at the steering head, while a pair of smaller tubes extend under the engine and curl up to join with the toptube. This main frame section is amply cross-braced to provide rigidity and prevent flexing. Seat, rear fender and shocks mount to the sub frame and swinging arm section. A perforated, stamped steel skid plate attaches to the frame for rock protection. Welds left something to be desired, but the black finish was applied nicely.

Suspension chores are carried out in a fine manner. Front forks have ample travel and good rebound and damping characteristics, but also feature adjustable spring rates for riders of different weight. The cam-type adjusters are located in the top of each fork tube, and can

be twisted with a screwdriver to allow soft, medium or hard settings. It only takes a few minutes to change.

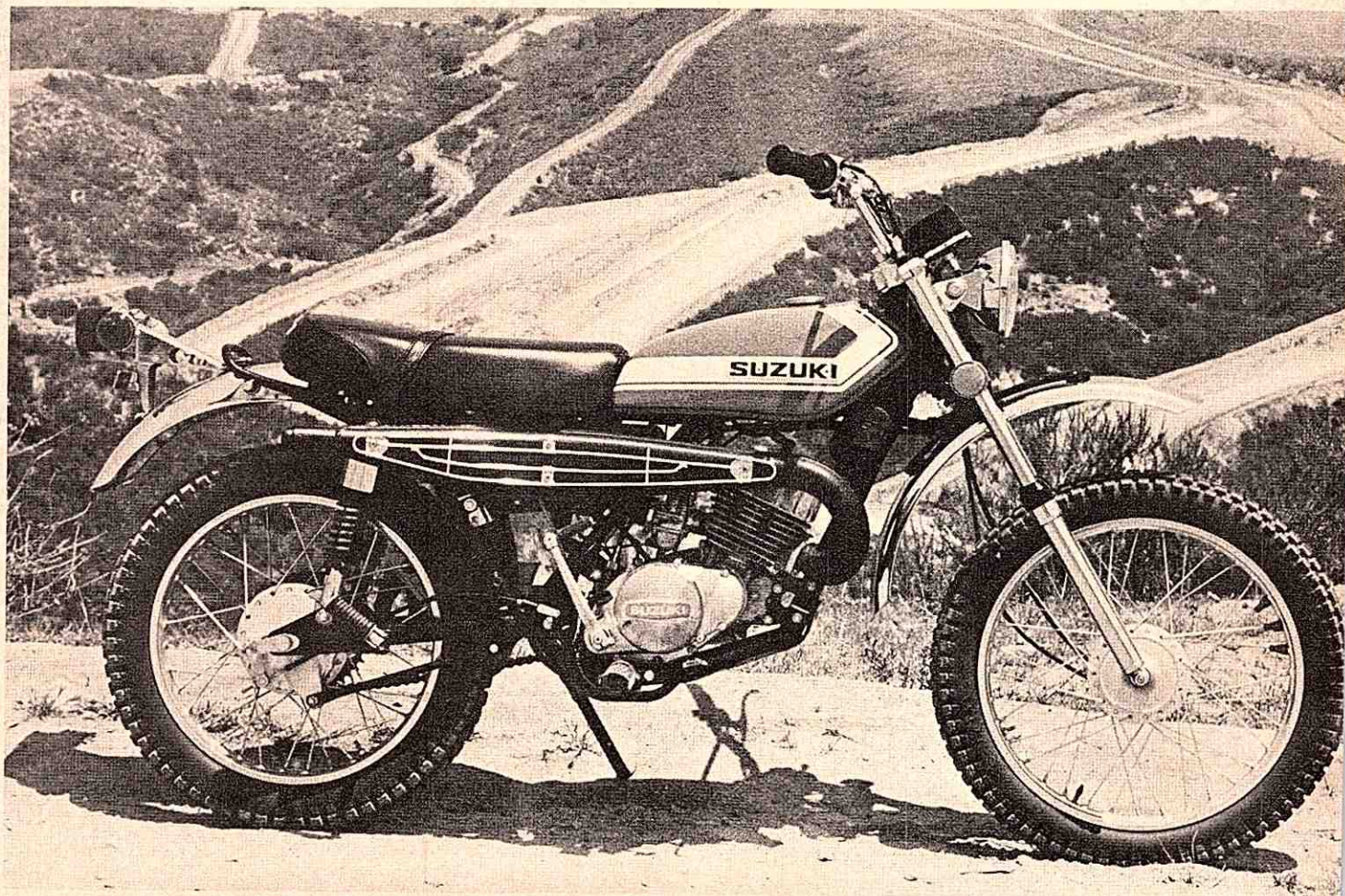
Rear shocks are surprisingly good for Japanese units, and are five-way adjustable. Progressively wound springs are painted black, departing from the chrome finish found on most machines.

The forks do a good job of soaking up the little undulations along a backwoods trail, but at the same time they don't get snowed by the huge thud of a jump or the crashing blow of a deep hole. Over rippling surfaces the rear shocks don't pump up and quit working, and as a result the rear end of the machine doesn't hop all over the trail with the rider fighting for control. You guide the Sierra, it doesn't guide you.

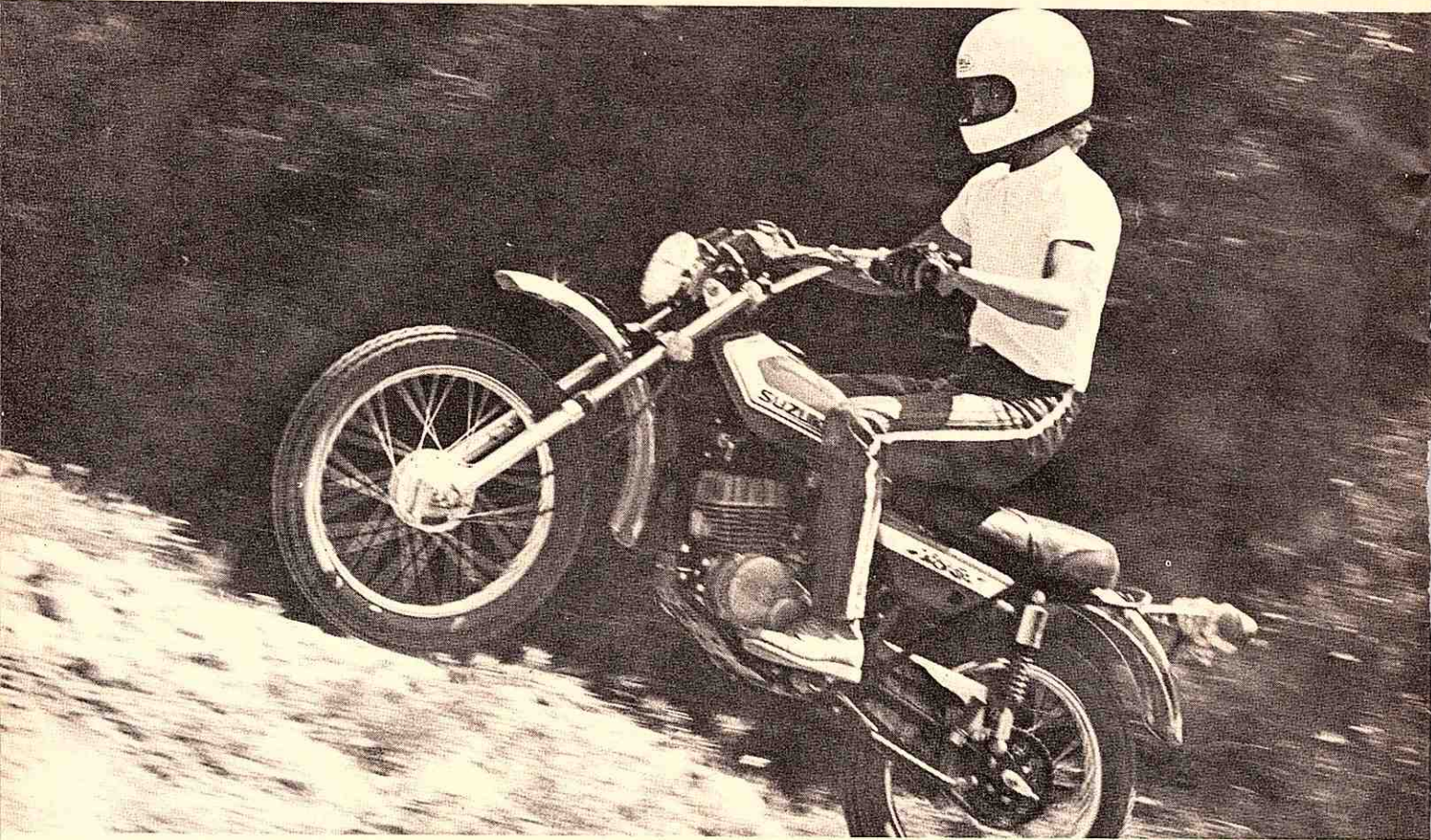
Steel rims (19-inch front, 18-inch rear) might be heavier than comparably sized alloy units, but they resist dings more easily and don't clog with mud. The wheels on the Sierra come with rim locks and balance weights, something you don't find on many dirt bikes. A nice touch, we think.

The brakes on our 185 test machine surprised us. The front unit is quite small but stopped much better than we thought it would. The rear unit, too, is light weight, yet it really works. So often brakes of this size give problems when it's time to slow down. The ones on the Sierra had lots of feel so that the rider could descend a steep hill without locking the wheels, an important asset on any dirt machine. Also, they allow a rider a margin of safety when riding on the street.

The IRC Trials tires are a good compromise for dual-purpose riding, but are more suited to the dirt, like the Sierra. Tread patterns are the same front and rear, and the



SUZUKI 185



The Sierra is very slender and the exhaust system is tucked well in and covered by a chrome guard to protect the rider's leg.

There's power enough to easily lift the front wheel in first gear, and the weight distribution prohibits "looping" and makes the Sierra an exceptional hillclimber.

sizes are just right for most riding. Ground clearance with the stock tires is an ample 9.5 inches, the lowest point being the rear brake pedal where it wraps under the right footpeg.

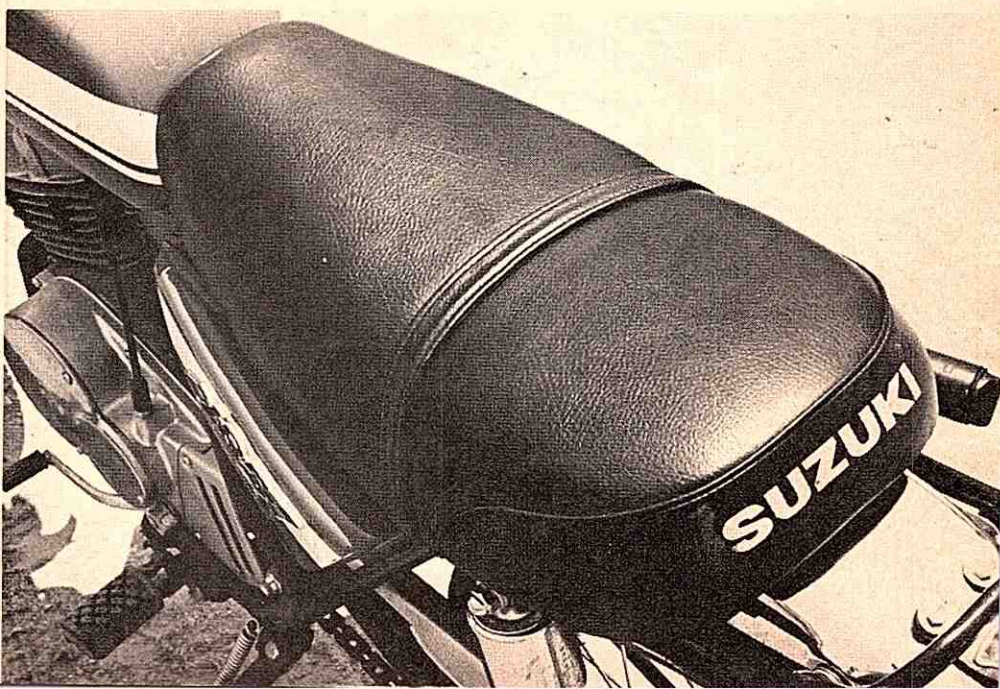
A study of Suzuki models, both street and dirt, will show that many items follow no set pattern on the machines. For example, the ignition switch on some models mounts between the instruments in a convenient location. Other models have the switch sitting under the tank on the left side, where the rider must hunt to find it and where it is also more apt to collect debris in off-road maneuvers. This is true of the Sierra's also. Another item of non-conformity is the fuel petcocks. Some are the conventional off-on-reserve jobs, while others are the diaphragm-controlled type that tend to be confusing. The Sierra uses the standard valve, without the "prime" position.

Finally, fenders on the off-road machines differ from model to model. One will use thin-gauge steel (the Sierra does), and another will use the far superior polyurethane plastic. There seems to be no rhyme or reason for the model-to-model differences. Strange.

Suzuki's 185 Sierra does follow normal practices with its engine unit, however, and it's quite similar to the one found on the smaller 125 Duster. The piston-port two-stroke single is simple and compact, with an emphasis on "narrow." The unit produces 17.5 horsepower at 7000 rpm and has a torque rating of 13.5 lb.-ft. at 6000 rpm, which is a fair amount of power for a bike as light as the Sierra. The power-to-weight ratio is impressive. Roller bearings support the crankshaft while needle bearings are used at the big and small ends of the connecting rod. Even though many of the components appear to be similar or identical to the ones found on the 125 Duster, it's not necessarily so. Crankcases are strengthened and reinforced to a higher degree, and the five-speed gearbox is more robust. Even the clutch has been beefed up.

More than adequate cooling is provided by virtue of very large cylinder and head finning, always appreciated on a hard, day-long ride. Also worthy of note are the rubber inserts fitted to the cylinder fins that effectively reduce mechanical noise emanating from the engine's internals. Manufacturers are becoming more noiseconscious day by day and little items like the inserts reflect this.

The seat is fat and comfortable even for two-up riding, but it's a bit slippery for seat-of-the-pants control.



A 24mm Mikuni carburetor draws its air through a polyurethane filter element, which unfortunately is very difficult to service. To get at the filter you must first remove the oil tank and fuss with things you shouldn't have to fuss with to clean the air filter. A machine ridden on dusty terrain may require several filter cleanings in a day; to have to go through all the motions that you have to go through on the Sierra just to clean an air filter, is ridiculous. At least it's a foam element and not the paper type. That would be worse yet.

The 185 Suzuki has a primary kickstart feature, which allows the rider to start the bike in any gear simply by pulling in the clutch and giving the starter lever a lick. While the gearbox on our machine shifted without a snag, neutral was impossible to find when the engine was running. We don't think it was simply a fault with our particular bike; we've found that it's a common problem with many of Suzuki's dirt models.

The exhaust system on the Sierra is mounted high and well tucked in so as not to interfere with the rider's

movements. It's well silenced, and even contains a spark arrestor unit, a great item to have in dry areas where there is always a fire danger. The rider is protected from the hot pipe by a chromed leg guard, which is sufficient to protect a person riding along as a passenger.

The 185 will make a fine Enduro bike with few changes, and will make an even better just-plain-fun machine for the average rider. It is light at the front end to enable you to loft the wheel over ruts or water crossings, yet not light enough to cause looping problems when climbing a steep hill — and this one's a good hillclimber!

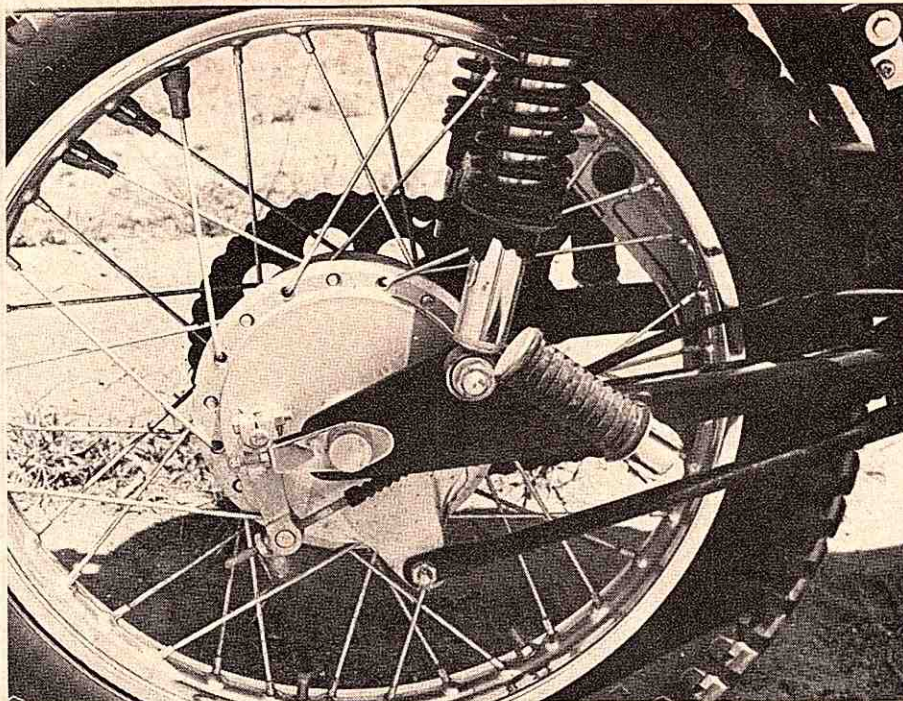
If sliding corners is your thing, you'll like this little Sierra because it's happy in this kind of situation. Responsive is its middle name. It'll jump, leap, climb, slide, stop, or meander peacefully at the rider's will. And it'll do it without playing tricks on the rider.

You take that and add it to all the other nice features — like a fat 12,000 mile/12 month warranty and a low purchase price — and what have you got? You've got a pretty darn good motorcycle, that's what you've got! ●

*Jumping comes easily and
the very rigid frame keeps the
bike and rider tracking
straight and true.
Suspension is very good for
a Japanese machine.*



*Wheels have rim locks and
balance weights.
Just another indication of
how hard Suzuki is trying*



SUZUKI

185 SIERRA

SPECIFICATIONS

Price \$649.
Distributon U.S. Suzuki Motor Corp.

ENGINE

Type Piston port two-stroke single
Displacement 183cc, 11.2 cu. in.
Bore/Stroke 64 x 57mm, 2.52 x 2.24 in.
BHP@ RPM 17.5@ 7000
Compression ratio 6.2:1
Carburetion (1) 24mm Mikuni
Transmission 5-speed
Ignition Suzuki capacitor discharge

WHEELS AND BRAKES

Frame Single toptube, single
downtube, tubular steel
Suspension telescopic fork/swinging arm
Tires 3.00 x 19 front
3.50 x 18 rear
Brakes s.1.s. front/rear

DIMENSIONS

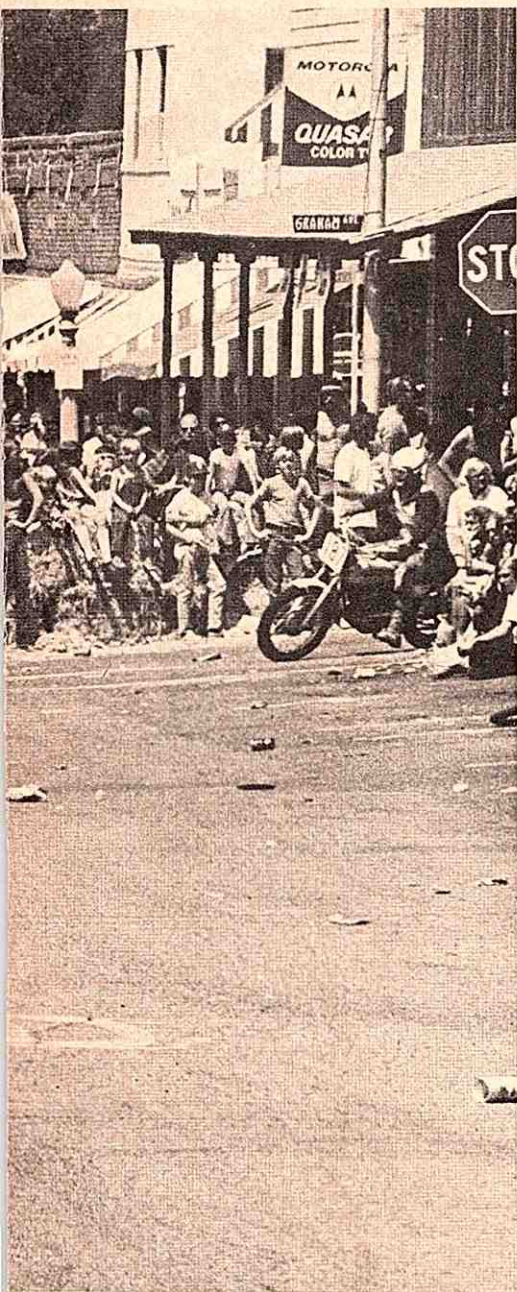
Weight 225 lbs. wet
Wheelbase 52.8 in.
Seat height 32 in.
Ground clearance 9.5 in.
Handlebar width 33 in.
Fuel capacity 1.8 gal.



Street racing, wide open, kind of eats your heart out. Hay bails were appropriately placed to reduce the possibility of injury.

■ The running of the 1972 Elsinore Grand Prix was something of a surprise. In the first place, almost nobody expected the race to be held again this year. The Gripsters Motorcycle Club was the original sponsor of the event, organizing the inaugural running in 1968. The race immediately captured the imagination and support of the majority of southern California off-road racers, mainly because it is so unique. The course was a ten-mile loop along downtown city streets, outlying dirt and paved roads, and off-road terrain, including a dry river bed with lots of grapefruit-size rocks and bigger ones, too. Ten laps around the course equalled one hundred miles, and the old-timers hadn't seen anything like it since the Catalina race, which was run for the last time in 1958.

From the beginning, the Gripsters had problems putting on the race. In the first place, adequate crowd control was impossible. They hired as many special deputies as they could afford, and the police assigned as many as they could spare, but there just weren't enough to form a solid line on both sides of the course for the several miles through town. And that's about how many it would have taken to keep the morons among the spectators off the course. They would walk calmly in front of a speeding motorcycle as if they had never heard of the twentieth century and 70-mile-per-hour trajectories. Sometimes the rider had to crash to avoid hitting the idiot. Sometimes he couldn't avoid the collision, and both the rider and the idiot went down. During the 1970 race,



ELSINORE GRAN PRIX 1972

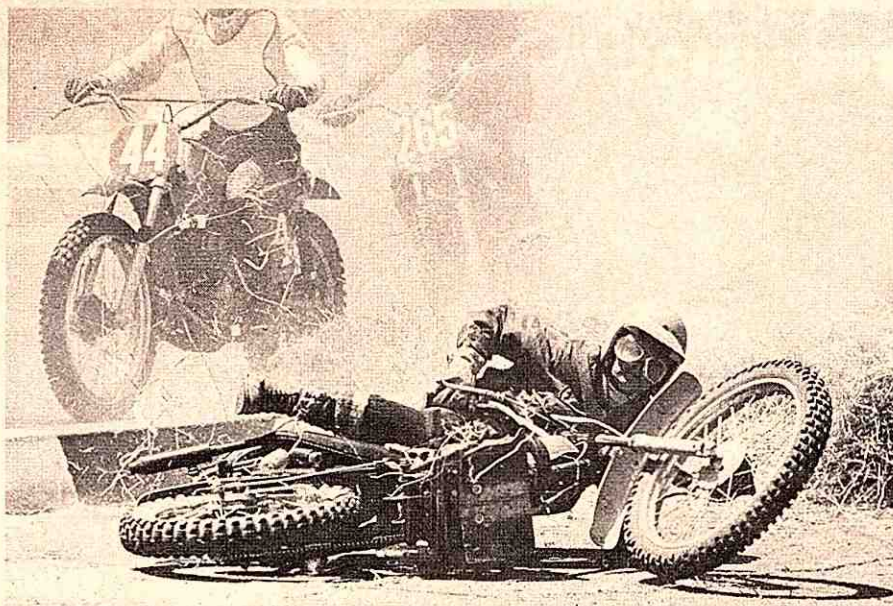
BY SWEDE CARLSON

Photography: Dennis Greene

Racing through town —
the only motorcycle event of its type

*The run-and-bump starting
technique, caught in mid-air.*





A Suzuki rider flies through the hay, but hangs on. Seconds later he picked up his machine and was back in action.



Sidehacks built up from a dirt bike base motored through the dust with the rest of the wild bunch.

Choosing the right line is important at Elsinore, since traction is minimal.



Malcolm Smith had the overall win in the open Expert class sewed up with a lead of several minutes when he came out of the pits after a gas stop. He had just shifted into top gear and was screaming down a paved straightaway when a woman with children walked in front of him. Malcolm went down hard, putting him out of the race. He was so disgusted, he refused to enter in 1971 and 1972, and we don't blame him. It's bad enough having to look out for Novice riders in the race.

Then there's the matter of the finishing order. Since there are usually over a thousand riders on the course at one time on each of the two days of the race, it's a little difficult to be sure what lap any particular rider is on. And some of the riders were ingenious in finding shortcuts around the circuit to get back to the lap-counting station quicker. Ten miles was just too far and took too long. It's fair to say that in 1969, nobody was really sure who had won. The Gripsters did their best, but it was chaos. About the best they could do was eliminate the worst of the course cutters by disqualifying them if they came past the lap counter twice before a recognized fast rider came by once.

So in 1970, a new starting system was introduced. The riders lined up in entry number numerical order in rows of ten on a paved street at the edge of town. The rows were flagged away at approximately ten second intervals. A video tape camera at the lap counting station recorded the laps as each rider passed, with each rider running on a corrected starting time. The official results were not available for a couple of weeks after the event, but at least they inspired a little confidence.

After the Elsinore race, the Gripsters bowed out. The hassle was just not worth it. On top of everything else, many of the town's citizens resented the intrusion of 2,000 unmuffled two-stroke motorcycles and 100,000 unmuffled motorcycle enthusiasts. The race was popular with the businessmen because it brought in a lot of extra revenue, but they didn't own the town. The word went out that the Elsinore Grand Prix was dead.

Then early in 1972, the Elsinore Chamber of Commerce announced they would sponsor the Grand Prix this year. The limit of 1,100 entries for each of the two days was reached in a matter of days, and many disappointed riders got their money back in the mail. The lightweights would race on Saturday, April 29, in two classes, 0 to 100cc,

and 101 to 250cc. The open class would go on Sunday, with sidehacks and a special 250 Expert class for riders who didn't make it on Saturday. So the race was alive for another year.

The Elsinore race has always enjoyed beautiful weather, and 1972 was no exception. The town was overflowing with spectators, many of whom rode to the race on motorcycles. Some of these were the outlaw types that prefer to ride choppers. Every year they show up for the weekend by the hundreds, but they never come to the race. They just settle down at the beer bars and wherever they can raise hell and have at it. This year the majority were well behaved. There were less than a hundred arrests — admittedly too many, but it still shows that the town was in no danger of anarchy. Yet such sterling newspapers as the Los Angeles Times had nothing to say about the race, except to report that a bunch of chopper outlaws almost got out of hand. Prejudiced journalism is not dead, by a long shot.

But it was really pleasant along the race course. Not an outlaw in sight. There was a lack of outdoor johns and refreshment stands and trash cans, but somehow everybody got by. The race was scheduled to start at noon, but had to be held up as usual for last-minute details. These included towing off a few cars that had been parked on the

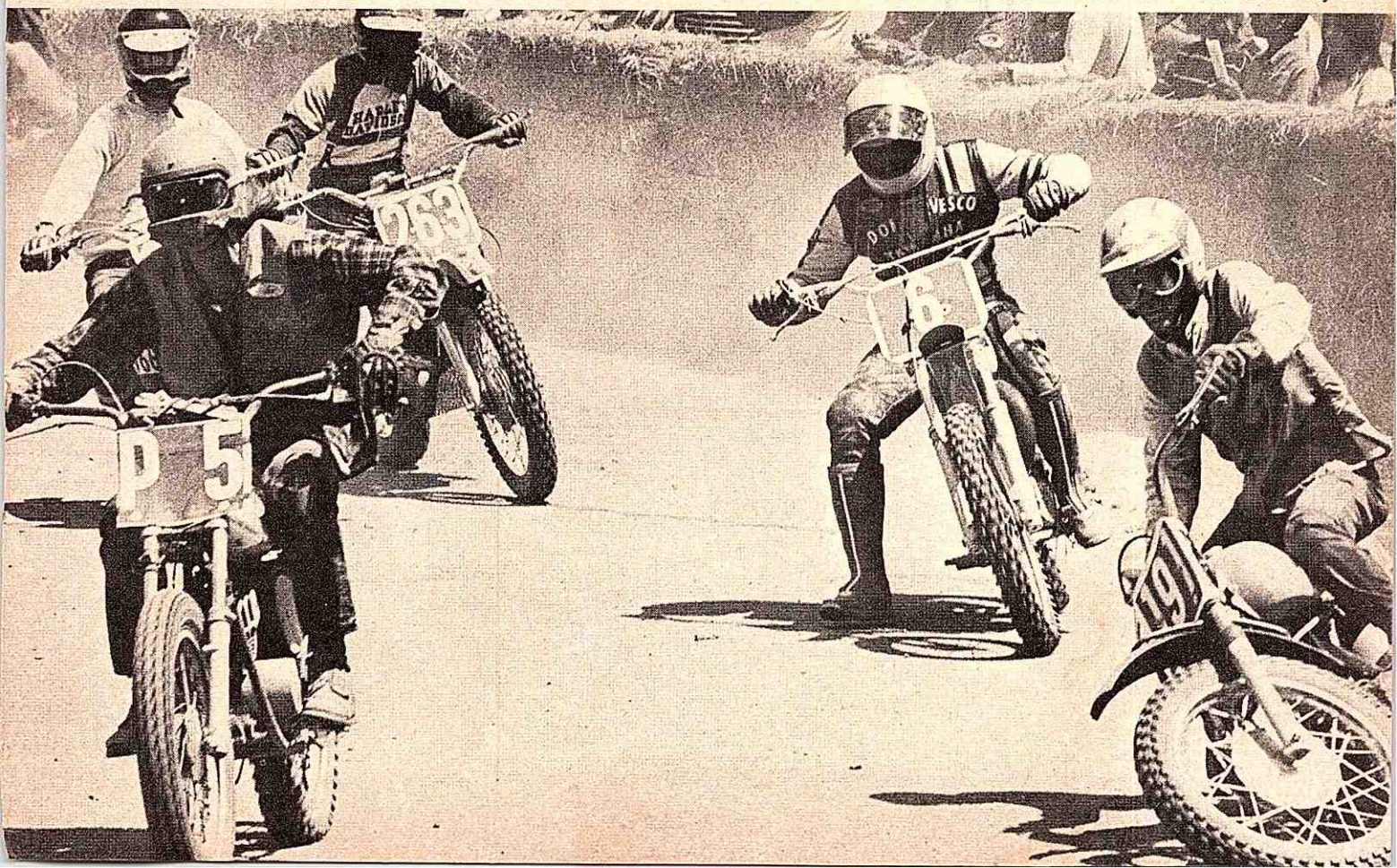
course. Can you believe it? Neither did we, but we saw it.

The mob at the starting line looked like it could never get back far enough to let 10 riders come off the line abreast, but somehow they did. The first line charged away down the paved road, with everybody straining to catch a glimpse of a rider they recognized. Ten-second intervals separating the start of each row, meant that numbers 61 through 70 were running one minute behind numbers 1 through 10 on corrected starting time. So the range of corrected times throughout the race with 1,100 riders was considerable, enough to make it impossible to be sure who had won it when it was over.

But you could make some good guesses. John DeSoto, who won both the 250 and the Open Expert classes last year, was running with the fastest riders there on Saturday. So was Gene Cannady, a desert and Baja veteran. John Rice, the "world's oldest teenager," was getting it on as usual. So was Steve Hurd, a former 250 Expert and Open Expert winner. Jeff Wright was clearly in the hunt, and Dave Aldana, who rides very well both on the pavement and off, was hauling it.

The start-finish line was perhaps the most interesting single point for viewing the race, if you were lazy and didn't

Dirt tires on smooth pavement makes for a very slippery combination as many of the riders found out — the hard way.

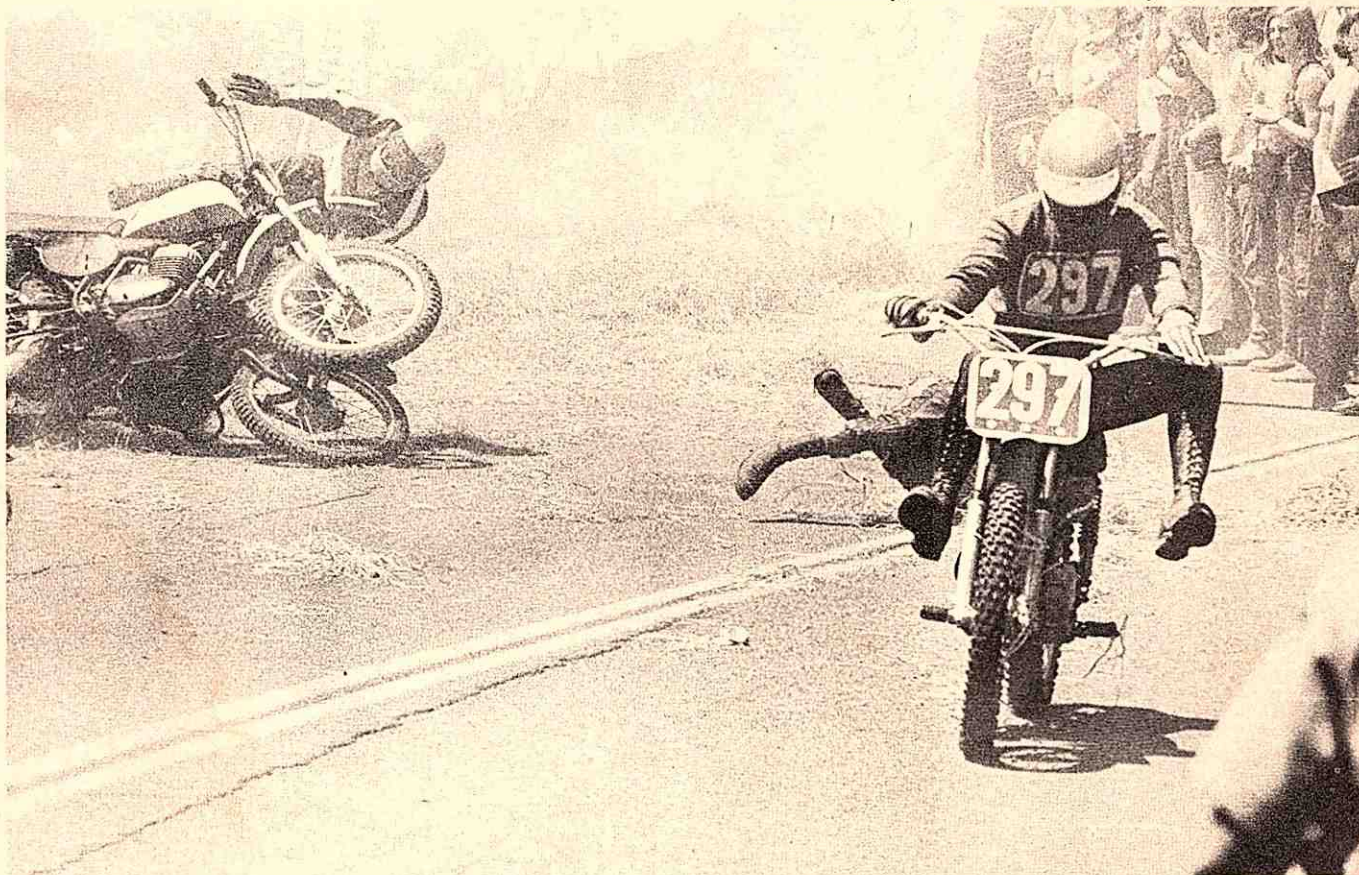


Castrol Start-Finish



The streets through town were lined with anxious spectators. Problem was, though, that you really couldn't tell who was winning.

With so many riders entered and running on the narrow Elsinore course, there were a multitude of pile-ups. Fortunately, no one was seriously injured.





feel like walking to other parts of the course. The start was on a paved street of average width. The end of the loop was a dead-end street. There was a rough dirt section about 30 yards long between the dead-end street and the starting street. At the end of the dirt section was an asphalt curb bordering the starting street. This engineering delight was a foot high and six inches wide, with nice square corners on top. When the rider finished the loop, he could either try to jump the curb onto the starting street or else turn right and run along outside the curb for about a block until it ended. Then he could just ease onto the paved road to begin the next loop.

Lots of riders tried their luck with the curb. Some were not so lucky. If you didn't hit it too hot, but hit it square, with the front wheel picked up, it was all right. You would land on the

street, where you could make a right turn and get it on. But if you hit it too hot or at an angle, it did funny things to the motorcycle. We saw some spectacular crashes there on both days. Fortunately, we didn't see any rider get hurt, or even break his bike to put him out of the race.

The other option of running parallel to the curb was somewhat better, provided you made the turn all right rather than hit the curb and spill over it. If too many bikes at once tried to fit into the narrow lane, somebody got pushed over the curb anyway. It was an interesting place to watch, but not much fun for the riders.

When it was over, Jeff Wright was first to the checkered flag in the 250 Expert class, and it looked like Jack Morgan had won it in the 100 Expert group. But until the corrected times

(Continued on page 66)

A fog of dust indicated the riders' path. The town really sees some action at this annual competition, but there's speculation about cancelling the event.

DIRT CYCLE

NEW PRODUCTS

CASLER INTRODUCES FLAT PROOF FOR TIRES

ONTARIO, California - Casler Motorcycle Flat Proof prevents dangerous and untimely flats. It can also be used to repair and seal existing punctures. Easily installed through the valve stem, Casler Motorcycle Flat Proof dissipates heat, is water soluble for recapping and does not affect wheel balance. Already at your local bike dealer or cycle accessory store, the eight ounce bottle of Casler Flat Proof is enough to do two tires.



A new approach to the widespread problem of leaking front fork seals has been undertaken by the newly founded INTERNATIONAL CYCLE HOUSE (ICH) of Los Angeles, California.

ICH demonstrates their confidence in the replacement seals to the extent of offering a **one year guarantee**. The Gorman Pressure-Balanced Seals were originally designed for use in larger hydraulic systems (oil wells, elevators, etc.) but were recently adapted for use in motorcycles by Universal Accessories of Dallas, Texas.

The patented design incorporates a completely unique method of preventing seal leakage, including the use of phenolic spacers. These spacers continue to float while the seal itself finds its own seat. The new seals are currently available for Ceriani (motocross and road race), AJS, Betor, Montesa, R.E.H., Metal Profile, Telesco and CZ front fork assemblies. They come handsomely packaged and complete with illustrated installation instructions, a tube of special lubricant and a



warranty certificate. Replacement seals for Husky, Yamaha, Honda, Suzuki, Kawasaki and others will be available shortly. At \$14.75 per set (COD plus shipping), they're well worth the countless hours of tedious fork rebuilding that are saved . . . and with a **ONE YEAR GUARANTEE!!!**

The company policy of International Cycle House is **NO BACK ORDERS**, and because of this, each phase of marketing and production is carefully planned. ICH is also most receptive to dealer inquiries. Further information and a free color decal of the company's "International Motorcycle" logo may be obtained by writing to INTERNATIONAL CYCLE HOUSE / Dep't. DC / 1267 North Wilton Place / Los Angeles, California 90038.

DURABLE FENDER FLAP

A MUST for any dirt riding, a valuable safety accessory for street and touring. Aids in protection against mud, rocks, sand, glass, gravel bits, etc., projected at high velocity by wheels. This high-quality item is made of space-age plastics for long-life resistance to wear from riding hazards and constant vibration, as well as from continued variable-weather exposure (such as sun-rain, heat-cold, etc.). Available in various beautiful colors, comes with bolts, nuts, and washers, ready for

immediate installation. Available at motorcycle dealers everywhere. Insist on the genuine **FLYING FINN**.

Flying Finn Motorcycle Accessories, Box 8415, Universal City, Dept. dc, CA 91608, (213) 341-6255.



NEW MOTORCYCLE POLISH

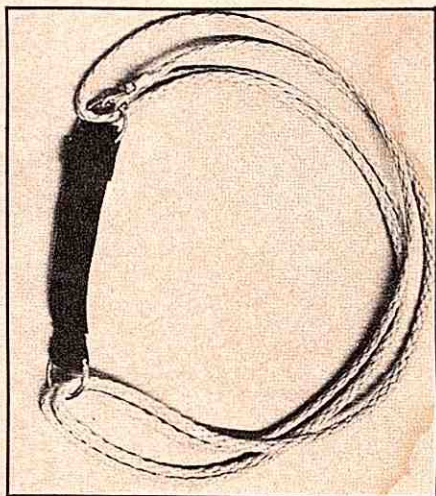
Alumi-Chrome, a new polish specially formulated for motorcycles, which removes surface rust, spreads easily, and may be effortlessly wiped off with a dry cloth has been introduced by Lubri-Tech. Extensive testing has shown that Alumi-Chrome does a superb job on all chrome, aluminum, polished alloy, and brightwork found on motorcycles.

Lubri-Tech Products, Inc. Dept. 16, 7106 Barry Avenue, Rosemont, Illinois, 60018



HERO BELT

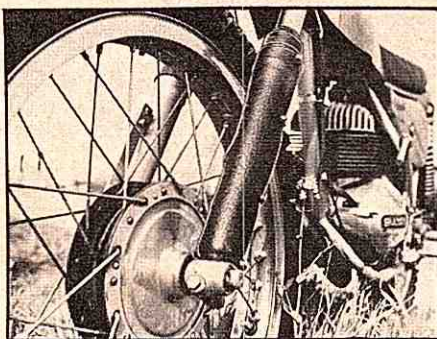
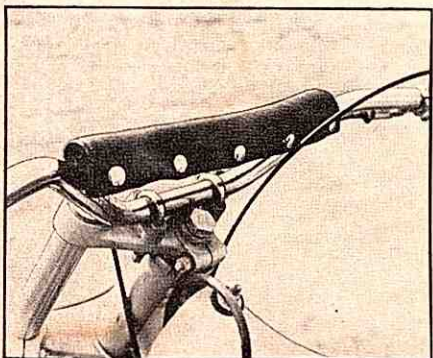
Don't Laugh. This simple-minded invention from The Dirt Rider has hauled many a busted bike back to the truck. Basically, it's a belt made of strong rope, improved for 1972 with a strip of Velcro to hold it around your waist. It does only an average job of holding up your pants, but it's neat for towing a sick bike. Comes apart easily to provide a tow line about eight feet long, made of bright orange polyester, with a breaking strength of 2,100 pounds. Made in two sizes. Small fits 28" to 34" waist. Large fits 36" to 42". The bike you tow may be your own. Order from The Dirt Rider, PO Box 14422, Dept. DC, Albuquerque, New Mexico 87111. A new catalog showing all the Dirt Rider's unusual products is also available for a buck.



CROSS BAR PAD

Protects rider against injury resulting from hitting cross support of MX style handle bars. Snaps on in seconds to any motorcycle handle bar with cross bar. Padded with shock absorbant "cushioned foam rubber" Covered with durable heavy grain black vinyl. 12" pad retails at \$3.95; 8" for mini bikes and narrower bars \$3.25. California residents add 5% tax.

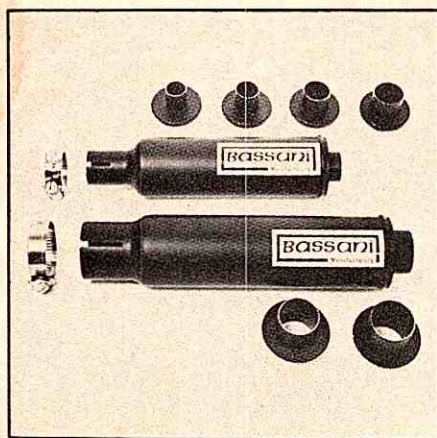
CC Products
P.O. Box 96 - Dept. DC
Rialto, California 92376



LEG PROTECTORS

Here is a neat way to keep your dirt bike looking cherry! Protect your motorcycle front fork legs against nicks, chips & scratches from rocks, twigs, etc. These heavy grained vinyl covers simply snap on around any bike fork leg. Your bike will look better and hold a better resale value. Send \$4.95 per pair to C.C. Products, post paid. Dealers inquire about C.C. Products complete line on Motocross Products. Contact:

C.C. Products
P.O. Box 96 Dept. DC
Rialto, California 92376



MINI BIKE EXHAUST SILENCER

Originally designed for hi-performance competition motorcycles, the Bassani tuned silencer is now available for all mini bikes and other small engines.

Quiets noisy exhaust and gives maximum performance for all 2 cycle and 4 cycle engines. The exhaust silencers feature a matched inner core and special fiberglass packing. The seamless steel outer housing is **guaranteed unbreakable.**

One for each exhaust pipe, size from 3/4" o.d. to 1 1/4" o.d. (specify size when ordering). Includes mounting clamp, \$12.00 post paid on prepaid orders. Extra fiberglass packing kit \$.50. For more information send \$.50.

Bassani Manufacturing
1117 Fountain Way - Dept. DC
Anaheim, California 92806

SAVING A HALF DOLLAR IS BETTER THAN A POKE IN THE EYE WITH A SHARP STICK.

50¢ is no big deal. But these days you need to save every dime you can. So here is the deal: We've got a couple of products that Dick Mann, Joel Robert, J. N. Roberts and many more of the world's best riders use and recommend. We want you to try them because we know you'll spread the word.

First, there's Cycle Tune-up. Spray it on your points, plugs, and all electrical contacts - and presto, no more grease, dirt, or fuel-fouled plugs. It even makes carbon build-up disappear. Works like no other product can to assure you of peak performance from your electrical system.



Second, there's Competition Chain Lube. Spray it on your chain and you have the toughest lubricating armor that modern chemistry has yet come up with - both inside and outside the chain (it penetrates, too). It withstands extreme heat, water, tremendous pressure and stress and still maintains its effectiveness.



For \$2.75 we'll send you, postage paid, a 7 ounce can of each. The Cycle Tune-up normally goes for \$1.69, and the Competition Chain Lube for \$1.59. So actually, you save 53¢. And just to show you what sports we are, we'll even throw in a free set of decals and a catalog.

Offer valid only in continental U.S. May be withdrawn at any time.

Lubri-Tech Products, Inc.
7106 Barry Avenue
Rosemont, Illinois 60018

Gentlemen:

I enclose \$2.75 (cash, check, or money order). Please send my Cycle Tune-up, Competition Chain Lube, decals and a catalog.

Name _____

Address _____

City _____

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Signature _____

LUBRI-TECH PRODUCTS, INC.

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1. Steve Iorio Enterprises announcement details chopper quality items such as super narrow custom springers plus many chrome specialties such as headlights, alloy chain locks, sissy bars and other accessories.

10. ATV Mfg. Co. color brochure shows the Attex sport bikes—spirited trail bikes that feature 2-cycle Sach's engines, rugged steel frames, and enclosed internally expanding brakes front and rear. Specs regarding performance, dimensions, transmission, etc. are given.

12. Dirt Rider Company manufactures exclusive items for the off-road rider. Their booklet describes the Rap-on Fork covers, which protect fork seals; rear shock covers and the famous pocket tire pump used at the ISDT by the U.S. Team.

13. Chain & Leather leaflets depicts the Bota Bag—a wine-tight heavy leather wineskin; spigot and a new inner lining are taste free and leak-proof. Covered are also the Harley Hat—a leather helmet; a wheeler-dealer visor, and a "poor man" pouch made from oil-tanned latigo cowhide.

14. MM Limited brochure illustrates stylish motorcycle chain body belts, beautifully plated and complete with the special adjustable handtooled buckles. Belt sizes and styles are covered as well as five styles of arm bands to match belts.

15. Alondra, Inc. flyers explain the View-All inline fuel filter (with the Bendix Microbon ribbon element) which is made in 3 sizes for use in every gasoline engine large or small. It is the sensible, low-cost answer to fuel filtration.

16. Ashland Chemical Co. offers information on Petrochem chain life, a cycle chain lubricant—plus special products such as sparkplug & contact cleaners, rust inhibiting penetrating oil & lubricant, foam hand cleaner and a multi-purpose luger luber.

17. RLR Cycle Specialties booklet lists custom parts and accessories available by mail from this comprehensive 48-page list. Details of ordering and an order form are included.

18. Advanced Technology, Inc. literature gives details on the recently released Impreglon-Teflon Metal impregnation process for high-performance engine components on a custom service process basis.

19. Also available from **Advanced Technology, Inc.** is material covering two Teflon products for the MC racing industry. Stik-Slip; all purpose coating in aerosol form, and Tel-Seal; lubricant and sealant.

20. Vetter Faring Co. circular shows the fairing mounted to the frame, which means that the fairing can be brought around the rider for better air flow. Several different models are shown plus optional and replacement equipment and parts.

22. S & S Engineering reports on several kits for Honda conversions—the 90cc kit for the Honda 70, a 840cc kit for the 750, and several for in-between sizes. Also shown are camshafts, the S & S wrist easy and a custom footrest.

24. Speedcenter, USA literature gives a run-down on a list of cycle accessories such as spare plug & wrench carrier, number plates, plastic numbers, service stands, titanium handlebars, girling shocks, tires & tire repair kits, plus jerseys, goggles, socks, boots, gloves & leather pants.

25. Belray Co. flyers describe the line of Belray racing oils (a "total" synthetic, the 2-cycle "fortified" oil and the "Honda Special" 4-cycle oil). Also covered are the motocross wheel bearing and chassis grease for total performance, and an aerosol racing chain lube to last thru a whole motocross race.

27. MX Precision leaflet describes the MX-5 Compression Release for better performance in the two stroke engine. Due to its dual-stage, precision-machined poppet system this device will allow no dirt to enter the engine and are so guaranteed.

30. Engine Specialties, Inc., Broncco Division brochure covers a line from mini-mini to light-weight trail bikes. Covered are five all new mini-cycles, a full line of mini-bikes plus fun karts and dune karts.

32. New Products Manufacturing flyer tells of the chopper fuel injection type carburetor covers that may be fitted to all old Harleys or Indians with a standard blank backer plate. They also have a Universal sissy bar oil tank of cast aluminum that fits inside the sissy bar.

33. Monark of Sweden leaflet details the 125 Enduro, 125 Cross & 50cc schoolboys scrambler with full specs on each.

37. Tiger Tire Chains information describes the extensively field-tested, all-weather cycle ground gripper chains made as individual units which adjust to any size tire.

46. Wheels of Man color catalog illustrates the popular styled Roadman leathers—jackets, gloves, pants—and Manjak—a slick, tough water-proof nylon for cyclists. A wide range of accessories—colorful T-shirts, jumpsuits, socks, luggage, sleeping bags—is also shown.

54. Master Products folder discusses Sound-master, a weld-on silencer which tames engine sound without sacrifice to power. In some tests, models showed horsepower gains. Three sizes fit all models, displacements; and are easily installed on all mc exhausts.

55. Chilton Book Co. pamphlet lists a number of motorcycle repair and tune-up guides which give step-by-step procedures for the trouble-shooting and maintenance of both popular early machines and current models.

56. CMB Mfg. Co. leaflet outlines the Twist-Assist throttle helper device which mounts to the end of the right handlebar and provides relief from forearm fatigue caused by pressure and tension.

57 J & J Chrome Plating information covers the procedure for forwarding parts to be chromed. An explanation of the actual chroming process and an extensive price list for most parts and most bikes is included.

4. Jeep Corporation full color brochure describes the tougher than ever Jeep line—from the Wagoneer, Commando and Truck to the multi-purpose Jeep which combines an unusually low center of gravity with high ground clearance to get you over most any terrain, with the 4-wheel guts to pull nearly anything—from stumps and trailers to a cycle trailer rig.

28. The A.L.D.C. bulletins cover custom and special parts for your bike. Covers for oil tank, battery, generator and starter, carburetor plus items from sissy bars to chopper fenders are listed.

5. Cosmopolitan Motors, Inc. catalog considers the Benelli Mini Cycle from the Buzzer Jr. model to the 180cc Volcano. Accessories and parts as well as a listing of dealers are included.

39. Rokon, Inc. offers several circulars detailing the line of trail-braker escape machines. Big, cleated low pressure tires and a rugged light-weight frame combined with automatic transmission and high ground clearance give this bike the ability to go on or off the trail in any type of terrain.

38. The Norris Cams Products catalog features the street and strip series of cams and engineered valve train components. Camshaft and engineered kits, valve train components and tuning aids and accessories are also listed.

2. England's Pride & Clarke Ltd. largest international motorcycle accessories company, has an intriguing free catalogue describing the hundreds of items they stock: everything from electric horns to helmets to used engine parts. A bonus—the Sidewinder Seat pamphlet

44. Rickman-Metisse offers you a color catalog describing a new line of off road motorcycles. Pictured with specifications are the 125cc Enduro, 125cc Moto-Cross and the 250cc Moto-Cross.

11. Norton Villiers Ltd. color brochures detail the Commando 750 line which features Isolastic construction—called the answer to vibration. In addition is information on the A.J.S. Stormer, a motocross with breeding.

6. The **AMF Harley-Davidson** booklet illustrates the 1973 line of accessories, from helmets and shields; men's and women's shirts, jackets and pants; one-piece suits; gloves and boots to chrome covers and caps, saddlebags, seats, windshields and tachometers. Also separate color leaflets examining the full line of H-D cycles up to the Electra-Glide 1200cc highway model.

48. **Frank's Maintenance and Engineering** leaflet give full details of the one piece extended fork tube kit. Each tube is made from one piece of centerless ground steel, machined and threaded to fit and to work exactly like a stock set of tubes. Information on prices and ordering procedure are given in the leaflet.

36. From **OSSA** comes a full color brochure showing several models in action and studio as well as specs on the Stiletto, Pioneer, 1971½ Plonker and the Dick Mann Replica.

40. **Rockford Motors Inc.** package includes color pictures and specifications on their 5 models of Enduro, Trail and Moto-Cross bikes.

41. Also available from **Rockford** is a brochure on the two models of Chibi mini-bikes, and a pamphlet titled "How to Choose a Mini-Bike Just For Fun."

49. **Power-Dyne Co.** brochures introduce a new line of motorcycles. The line-up includes the TSC-60 Scrambler, 60cc Mini-Enduro, 125cc Mini-Enduro, MTB 125cc Scrambler, SSS125cc Road Motorcycle and the TRC Trail and Road Motorcycle.

47. **D-A Lubricant Co., Inc.**—pamphlet about engine oil such as D-A Speed Sport Motor Oil for motorcycles, snowmobiles, marine engines and professional racing engines and D-A Speed Sport Multi-Viscosity Motor Oil for pleasure driving.

8. **BSA** color booklets show the trail bikes, including the first 500cc trail bikes, the Victor or the GoldStar 500. Mentioned in here are the features of the new line—a single source-box for all electrics an aluminum gas tank, under-seat oil filling and air filter in cast aluminum box.

31. **North American Imports** booklet takes up custom wheels, alloy rims, stainless steel spokes, spool hubs and shock absorbers. Also custom accessories such as chopper 1" pullback handlebars, chrome plated fog lights, deluxe oil and amp gauge and heavy duty kick pedal.

43. From the **Weber Speed Equipment** people comes literature detailing a motorcycle cam regrounding service, along with technical information regarding the hardweld procedure and an equivalent chart covering millimeters, decimal inches and fractional inches.

45. The **Kendall Refining Co.** booklet recounts the line of 2-cycle engine lubricants, gear lubes, greases, transmission and hydraulic fluids, industrial oils and specialty products.

53. The **International Four Owners Association** brochure covers the Honda Four Tune-Up. With pictures and text blocks adjacent for accuracy the step by step procedure covers the complete tune-up procedure.

52. The **Hercules Distributing Ltd.** circular lists several of the big races won by the DKW and discusses the reasons for these wins. General specs are covered regarding the Enduro and Moto-cross models.

23. **Eastern Maico Dist. Inc.** offer full color leaflets on all models of Maico racing Bikes, from 125, 250, 400, 501cc Enduros; to 125, 250, 400, 501cc Cross machines. Each model's leaflet will give specs, technical data, and general information on the machines.

42. From **Top Gear Accessories, Inc.** comes their colorful catalog titled **Champions Choice**. It details extensive line of leather and nylon pants, suits & jackets, along with gloves, boots, helmets, etc. All selected by their panel of champions.

51. **Puch Distributing Corp.** leaflet covers the 2 Puch motocross machines, the 125cc with 17 horsepower and the competition 175cc with 21.5 horsepower, together with complete spec sheet on engine, gearbox and frame.

35. **American Sport Racer** offers color brochures on the A.S.R. cross and enduro boots, G.P. pants and std. racing pants. Also covered are G.P. chest protectors, mouth guards and G.P. gloves, plus A.S.R. racing products catalog.

29. **Motocross Engineers, Inc.** booklet provides information on equipment for rider and bike ranging from English racing leathers and boots to tires, fuel tanks, competition shock absorbers and Boss custom seats.

21. **Complement Distributors Co.** leaflet tells of the Exducer aerodynamically designed exhaust silencer and spark arrestor, known as the muffler with the racing advantage. It can be used to replace the stock arrestor or with a tuned exhaust.

34. **Judson Research & Mfg. Co.** leaflet explains an electronic ignition system designed specifically for motorcycles. It provides improved ignition resulting in better performance, fewer tune-ups and quicker starting.

3. **Triumph** brochures detail the new features such as large volume air-cleaner, megaphone silencers, lighter weight forks and brakes, and an all-new frame on some models which eliminates oil tank and uses spine to hold oil, save weight and aid cooling.

26. **AAE Choppers, Inc.** Customer guide gives a rundown on the growth of the Custom Chopper field and the expansion of the company into the largest in the custom motorcycle field. A short report on the research and development end as well as the manufacturing complex explain the many new product developments which have produced many prototype creations.

9. **BMW** large color brochure covers the R50 5, R60 5, and R75 5 bikes. In it are described the redesigned engine, lighter construction, increased maneuverability and greater power. A flyer gives data on ordering for European delivery.

50. **Colony Machine & Tool Co.** pamphlet illustrates new bolt-on custom beauty—show quality chrome pike nuts, acorn nuts and accessories. Other decorative, high performance engine parts are also covered.

7. **Husqvarna** circulars show the Enduro 360 and the Motocross 400cc and 250cc models. These show cycles in action and repose and have technical data for both as well as the championships won by individuals and teams using Husqvarnas.

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A

SAN JOSE MILE

(Continued from page 40)

Gary Scott, who is absolutely one of the finest dirt riders in the nation, grabbed the lead at the start of heat three and was never challenged. His Triumph sounded healthy and I've never seen him look smoother. He was a good pick to win the Main. Following him for direct transfers to the money race were Rex Beauchamp (H-D), Mark Williams, Eddie Mulder and Gene Romero.

Mark Brelsford was hungry for a win or a high-finishing position since he was second in National Points, and was trying to close on Ken Roberts. He ran off with the Semi, until lap nine that is, when he mistook the white flag for the checkered and pulled into the pits, thinking he had won. Instead, Mert Lawwill grabbed the win, and the valuable transfer to the Main which Brelsford so desperately needed. Mark will probably regret the loss of those valuable points even more as the season wears on.

Twenty riders started the 25-lap Main, with a purse of \$12,000 up for grabs. Scott got one of his lightning-quick starts and led from turn two of lap one, with Sehl close behind. By the end of the first lap he had a good ten-

yard lead, and increased it by that much every lap. He looked invincible. If his bike held no one could touch him.

Early front runners started slowing. Sehl was having suspension trouble and Gillespie's Norton dropped its primary chain. Palmgren's bike was in trouble, too, and was doing wiggles coming out onto the straights. Like the man said, 25 laps on a mile track is a long way.

On lap 17 came the corker. Gary Scott's Triumph stuck its tongue out just exiting turn two. After such a fantastic ride, it was all over for him. Dick Mann's BSA then took over the top position, and Ken Roberts moved up to challenge after a poor start.

With Roberts in the lead, Jim Rice suddenly came up to rub handlebars. Mann slowed somewhat with a misfiring engine. It was now Roberts and Rice. For the remainder of the event they swapped the lead, and the crowd was doing crazy! The race would go right down to the wire!

The flag was thrown for the final lap and into turn one they went side by side. Rice got onto the back straightaway with about a bike's-

length lead. Into turn three and Roberts shot by! Rice stuck to the inside groove and when Kenny got his Yamaha into the soft stuff coming out of turn four, Rice just squeaked by. He held it to take the win by about a bike length, much to the crowd's delight. Jim Rice had won his second Mile National of the year, and his fifth National win at San Jose!

And then the crowd was told the incredible. Rice had won the race with a cracked shoulder blade, which he had hit the wall with on the eighth lap! When he pulled into the pits, he dropped the BSA on its side and was taken to the hospital for treatment. What a victory! With it, Rice had moved to third in National Points, and Roberts had increased his lead by finishing second. Dick Mann was third, to complete the northern California sweep. The San Jose Mile will go into the books as one of the most fantastic events of the year. There just isn't anything like a Mile. ●

ELSINOR GRAND PRIX 1972

(Continued from page 61)

were computed, nobody could be sure. John DeSoto, Gene Cannady and Preston Petty had all obviously done well, but Steve Hurd had come to grief when the transmission on his Kawasaki packed it in. Dave Aldana had also finished among the front runners.

The start on Sunday was more of the same, and there were the same inevitable delays to clear the course of parked cars. (Well, look at it this way: maybe those people were just born stupid and can't help it.) One mystery at the starting line was the absence of John DeSoto. He had number one reserved for him on both days because of his double win last year, but he was not there on the second day. There had been some rumors around that John was not happy with Suzuki, but whether this had anything to do with his absence we couldn't say. He did pretty well on a Suzuki on Saturday.

When they got underway, the sorting out process began and some guesses about who was leading could be made. Bob Maynard was one of the

fastest riders on Sunday. He was really picking up the positions with every loop. So was Steve Hurd, who was out for blood after his misfortune on Saturday. John Rice was entered on one of the prototype Rokon machines with the snowmobile engine and no transmission. That's right, no transmission. It has a torque converter belt drive just like the snowmobiles use, and it went pretty fast. John seemed to be doing well, but not good enough to win. But then he wasn't working as hard, either. He didn't have to shift gears. Mike Jackson of Norton Villiers was going very fast and seemed a cinch to finish in the top ten. The 250 Experts had started so far back, it was impossible to tell how they were running.

Bob Maynard lost an engine late in the race and his hopes for victory were dashed. Steve Hurd just kept going quicker and quicker until he seemed to be as close to the winner as anyone we could guess. Mike Jackson and Vic Hannan finished up there at the front, and Troy Hollis took the checkered flag first to end the day. Then the wait

began for the official results to be given in two or three weeks.

The official results listed the following riders in the top five of the 250 Expert class: Gene Cannady, Yamaha; Jeff Wright, Puch; John DeSoto, Suzuki; Vic Hannan, Kawasaki; Danny LaPorte, Penton. Jack Morgan won the 100 Expert on a Hodaka.

The Sunday results for the Open Experts were: Vic Hannan, Kawasaki; Steve Hurd, Husqvarna; Roger House, Montesa; Troy Hollis, Suzuki; Mike Jackson, AJS. Jack Morgan did it again in the 250 Expert class on a Puch.

The racers enjoyed the riding and the crowd enjoyed the watching. The businessmen enjoyed the business. Everybody had a good time except the citizens who don't like the noise and crowds, and the police and chopper outlaws who don't like each other. At this point, the race for next year is a question mark again. Nobody seems to know if it can survive, although the Chamber of Commerce sounds optimistic. We'll just have to cross our fingers and wait. If it goes, so will we. ●

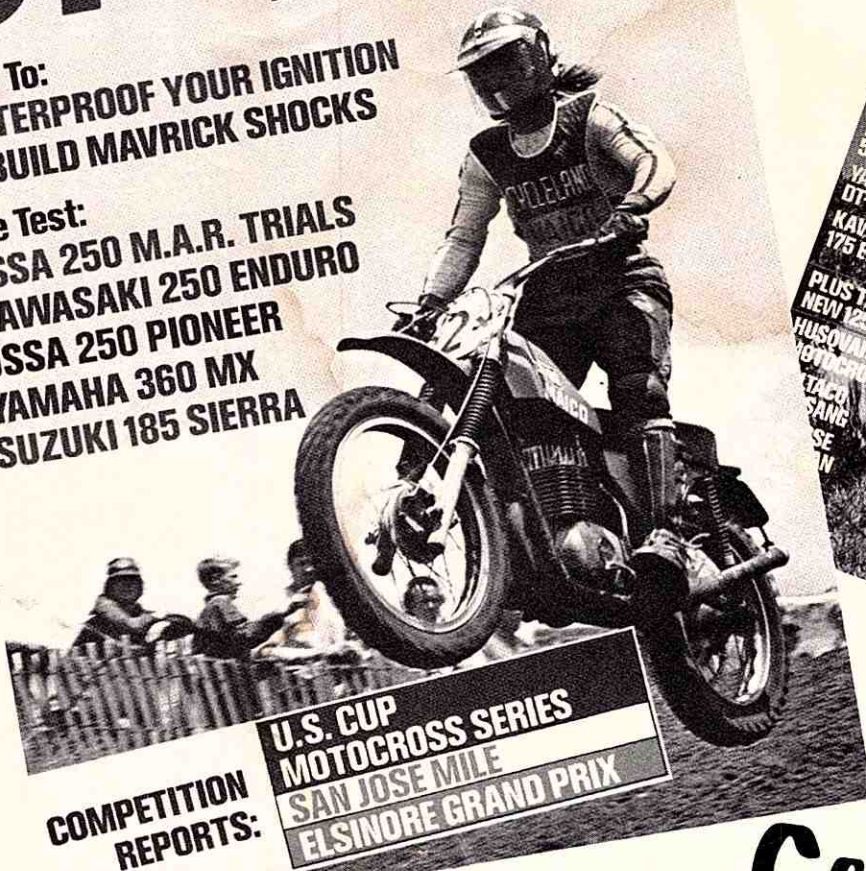
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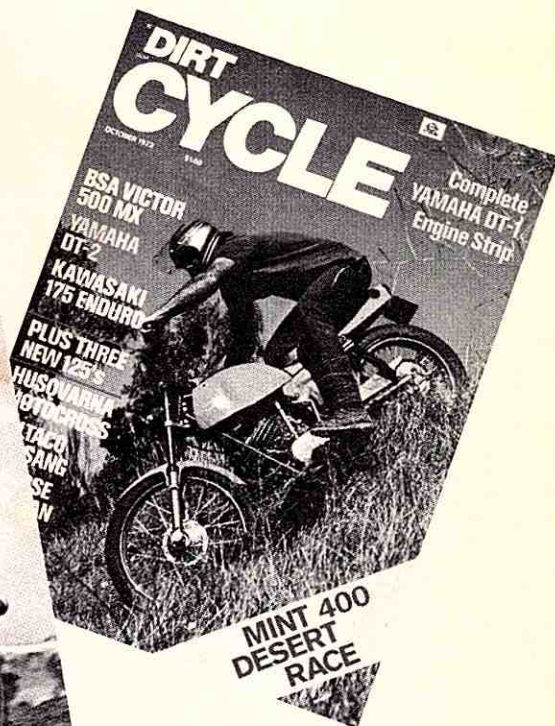
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